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## SKI Readers Write In

### Attention, Instructors!

Sirs:

Under present conditions the beginning skier has, I think, an almost insuperable problem in finding proper instruction.

Three years ago I took up instruction, but during the ensuing year almost gave up skiing because it seemed impossible to master. By great fortune I stopped the following year at a New Hampshire ski resort where an instructor in the course of a single morning completely changed my style as well as my outlook.

Last year my wife started to ski with instruction. By the end of the year she, too, became discouraged. So she put in two weeks relearning the fundamentals, according to the system of the school that helped me earlier. She ended her course by skiing well and happily.

I don't think the average recreational skier has time, money, and patience to travel as we did in search of the individual school that can do the right job for him. I would like to suggest that American ski instructors get together on a universally accepted method so that the recreational skier can receive similar instruction no matter what slope he goes to.

Might it be possible for SKI magazine to bring together instructors of top ski areas for a week in which each would demonstrate, before a jury of competent ski professionals and amateurs, how he teaches each step and why his method is easier to teach, easier to learn, or more effective than others?

Such a practical demonstration and objective judgment on each point could produce a common method which all instructors could profitably teach and which would be readily salable to the thousands of new skiers who annually wonder where to go for good instruction.

Charles G. Muller

Greenwich, Conn.

• We agree that a consistently high standard of instructional methods is a worthwhile goal. At the annual meeting of Eastern Certified Ski Instructors last spring, a great effort was made in this direction—without however, any dictatorial insistence on conformity. Ski techniques and teaching methods change and improve all the time; it would be unwise to restrict the flexibility in teaching approaches now sanctioned by the organization—Ed.

### Make-em-yourself Skis

Sirs:

I am going to make myself a pair of touring skis. Would you please recommend the correct dimensions to use. I require an adult size. . . . I would never try going down a mountain on them. . . . Which is the best lumber to use? How would I finish them?

Carl L. Burnett

Council Grove, Kansas

• For dimensions of skis see SKI, November, 1955. Touring skis or cross-country skis seem to be what you want. The latter

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are much narrower than conventional downhill skis while touring skis are about the same. Use birch for the wood. Pine is easier to work but birch is lighter and stronger. Steel edges are not necessary for use on level ground. A simple touring binding with a hell-spring closure is ideal. The easiest way to make the skis is to form two slats to the required shape, taper them, then steam in the camber and upturn while the wood is held in the press. The top and sides of the skis may be finished with varnish, and the bottom sealed with lacquer or treated with skare, a base for other cross-country waxes—Ed.

#### Entitled Not to be Titled

Sirs:

Please, please, put a paragraph in your next issue to say that it was not I who signed the letter to you Sir Arnold Lunn. It is very embarrassing to me to be twice credited with such a solecism.

Arnold Lunn

London, England

• Yes, sir! Ed.

#### Further Tribute to Lowell Thomas

Sirs:

I have been a reader of SKI since its first issue, but never have I read a finer or more deserved tribute than George Carroll's article on Lowell Thomas (February, 1957). . . . It has been my privilege and good fortune to know and ski with Lowell occasionally during the past twenty years and to be personally aware of his willingness to step into the breach whenever a helping hand was needed. Mr. Carroll could not possibly chronicle all of those occasions.

In 1938 I became involved in organizing the National Ski Patrol System and it was then, during those embryonic days, that I became aware of Lowell's endless capacity and willingness to help a cause. I had but to ask, whether it was for a few dollars to keep life in the new babe, or the loan of his name for some specific reason. He never refused.

A couple of years later, when the NSPS had won its initial rounds with the War Department to institute training in mountain and winter warfare, Lowell took every opportunity to let the world know that we had the Tenth Mountain Division, a division that even its German counterparts in Italy admitted was a crack outfit. (That couldn't have been too hard, for it was the Tenth Mountain that cracked their so-called Gothic line, helped to shove them back across the Po River, were the first American troops to cross it, and had them in full retreat when the fighting ceased.)

Lowell's thoughtful gesture in this connection, however, was to invite me one night to have dinner privately with him and General Mark Clark, then commanding the Fifth Army in Italy. This led to a long and lasting friendship with General Clark, whose belief in the necessity for troops so trained had much to do with the fact that we still have the Mountain and Cold Weather Training Command in existence at Camp Hale.

The timing of Lowell's consistent helping hand has always interested me, for it isn't just "happenstance." He knows his subject and his secretary Electra's notebook must be full of "remind me's," for they happen too often to be just coincidence. ►

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# SKI MAGAZINE

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Stein Erikson does his salto—a forward somersault off a small bump—high in the Andes at Portillo, Chile, where he conducts the ski school. Photo in Ektachrome by B. W. Putnam.

## CREDITS

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So more power to George Carroll for interrupting Lowell's potential birdie on the twelfth hole and bringing him back to the world of snow that he and we all love in common.

Minot Dole

New York, N. Y.

## Ski Tow Inventor

Sirs:

Regarding the Lowell Thomas article in SKI, February, 1957, "Days of the first immortal rope tow at Woodstock . . . the pioneering Fred Pabst," this should be corrected to read, "Days of the first immortal rope tow at Shawbridge, Quebec, 1930 . . . the pioneering Alec Foster." He was the former international intercollegiate jumping champion at Murray Bay, 1930, representing McGill University.

Alec is still actively engaged in this wonderful sport and is the originator of many phases of fancy skiing. For further references see Columbia Pictures' "Flying Skis," commented by Bill Stern.

With due respect to Mr. Fred Pabst, who had the foresight to develop ski tows in Canada and the U. S.—but Alec was the inventor.

W. Dakis

Ste. Agathe des Monts, P.Q., Canada

## In Praise of Rope

Sirs:

It may seem a strange preference for a middle-aged skier, but the lift I like best, after having tried all types, is the good old rope tow.

It is the fastest of them all, affording the most downhill runs per day, with least waiting; the cheapest—one of few things still left at pre-war price; and, in the long run, the safest. Those who have had to share a steep T-bar ride with some clumsy novice will know what I mean.

Accidents on rope tows are generally due to the rider's own fault: dangling clothes or ski poles, starting up with skis spread out. Poles should be carried under offside arm, rings to back. When hung on wrist, a short ski pole may be knocked up and around the rope, thus looping hand to rope.

Those who complain about aching arms should be told about tow-grippers. I have been using a simple homemade one of my own design for the past two seasons, with complete satisfaction. Being of non-metal construction, it precludes any damage to rope and has practically ended that other rope tow complaint, damage to clothes.

In conclusion, I should like to point out that this contribution to the uplift of the masses is of Canadian origin. The first rope tow, constructed by our Alec Foster, operated at Shawbridge, P. Q., in the winter 1931-32, thus ante-dating the Woodstock, Vt., installation by two years.

K. Maurice Bieber

Montreal, P.Q.

• We are quite aware that the rope tow at Shawbridge preceded that at Woodstock, and are happy to be given two dates (but which of you two gentlemen is correct?)

George Carroll did not state that Fred Pabst was the inventor of the rope tow, merely that he was a pioneer (among pioneers) such as the estimable Mr. Foster—Ed.

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## Track Right! Track Left!

Sirs:

What happened to me is something I want to write about because I think it represents a skiing problem that will get worse before it gets better.

While coming down Big Bromley's West Meadow at a fairly good rate of speed . . . I was struck violently without warning from the rear. As a result I reluctantly traded my skis for crutches. . . .

More and more skiers are coming onto the slopes. As they increase in proficiency, they ski faster. More skiers moving at greater speed can mean but one thing: more collisions.

Some years ago skiers used to call out "track" when passing. It's been a long time since I've heard anyone, oldtimer or newcomer, use that warning.

In my accident, not a peep, not a sound. . . . If he had called "track left," meaning he was trying to pass on my left, I could have given him room. It seems to me that the overtaking skier, the one behind you, must give warning on which side he wants to pass you.

I would like to suggest that organized skiing take up this matter of calling out "track left" and "track right."

Eventually there will have to be some method of punishing people who run into and damage others. It's all well and good to depend on the gentlemanly instincts of skiers, but when you have mass participation, you are not going to have that kind of behavior. The person who runs into another ought to be sued. This would advertise the fact that skiers should stay under sufficient control not to damage others even if they are willing to take the chance of damaging themselves.

It is with great regret that I make such a suggestion, for I have strongly opposed people who try to sue an area for damages incurred while skiing. Those damages are an inherent hazard of the sport. But those others are avoidable. They are created by persons who should be restrained if they have not enough sense or decency to restrain themselves.

Maybe I'm particularly sensitive on this subject . . . this is costing me a thousand dollars or more, not to mention the time and suffering. I hate to think how many times in the past I have had narrow escapes from similar accidents, and always without warning. As skiers and their speed increase it is bound to get worse, thus damaging the sport itself as well as individuals.

I would be interested to hear what you think of these ideas of mine.

Archer Winsten  
N. Y. Post Ski Editor

New York, N. Y.

• Well, skiers? Ed.

### Too Much Fashion in SKI

Sirs:

Please remove my name and address from your files. Your magazine has too much fashion and not enough reading material for my money.

In spite of what some may think, some people like to do things on skis besides look pretty.

Robert F. Denny

Manlius, N. Y.

• Yup, some of us look pretty sad on skis—Ed.

SKI, OCTOBER, 1957



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UP IN SMOKE: Ski importer Ernesto K. Saska (Right) and manufacturer Franz Kneissl mourn loss of 14,000 pairs of skis in holocaust at old Kneissl factory in Kufstein



# Ski News



GRAND TOUR: Europeans enplane with souvenirs of the U. S. racing circuit last season: left to right, Maria and Carla Marchelli, Frieda Dänzer, Roland Blaesi, Bruno Alberti



**Big New Areas Going In:** Several brand-new major ski areas, plus a large number of new lifts at existing areas, are scheduled to begin operation this season. This includes at least eleven double chair lifts and one gondola definitely going in, plus an as yet untabulated number of T-bars, Pomas and other lighter installations. These new lifts may add as much as fifty per cent to the existing nationwide capacity.

New York State is spending \$2.5 million on its new **Whiteface Mountain** area in the Adirondacks, and it is hoped that the two giant in-tandem Riblet double chair lifts as well as trails and slopes will be ready in time for the 1957-58 ski season. The T-bar area at **Wildcat**, Pinkham Notch, N.H., will definitely operate this winter, according to the Wildcat Mountain Corporation, and the imported gondola tramway will be in operation by June 1, 1958—perhaps much earlier and in time for spring skiing. Area manager at Whiteface is **Art Draper**, formerly of Belleayre; and at Wildcat, **Bill Boardman**, formerly manager of Laurel Mountain Slopes at Ligonier, Pa. Bromley may have a new lift this season; **Ascutney** may have a T-bar to replace its rope tows; **Killington** and **Jay Peak** in Vermont may get their new Pomalifts in; a new area near Mad River is a-brewing, and so is another near Mt. Snow. A chairlift on **Kobl Mountain**, Lake Placid, is being erected. Other private areas in New York State may acquire two or three new lifts in the near future.

Other big new areas are **Mt. Shasta**, Calif., where an access road has been built and a Heron double chair lift, nearly 7,000 feet long, is going up; and **China Peak**, near Fresno, which will quite probably complete installation of a Riblet double chair lift this fall.

Among existing areas, **Aspen** (Bell Mountain) and **Loveland Basin** in Colorado, and **Boyne Mountain**, Mich., are acquiring Heron double chair lifts; Riblet double chairs are going in at **Mammoth Mountain** and **Squaw Valley**, Calif., **Sun Valley**, Ida. (on Mt. Baldy) and **Brighton**, Utah (on Mt. Milicent). Thus far Pomalifts (which can be erected in a short time) are slated definitely for **Taos** and **Santa Fe**, N.M.; two Oehler (Swiss) T-bars for **Winter Park**, Colo.; a Heron T-bar for **Berthoud Pass**; **Constam** T-bars for **Marquette**, Mich., **Johnstown** N.Y., **Hayward**, Wisc., and **Ste. Adele** in the Laurentians of Quebec. Elsewhere in Quebec, the new owner of **Far Hills Inn** is putting in a 1,000-foot T-bar;

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Photo courtesy Sun-Valley-Union Pacific

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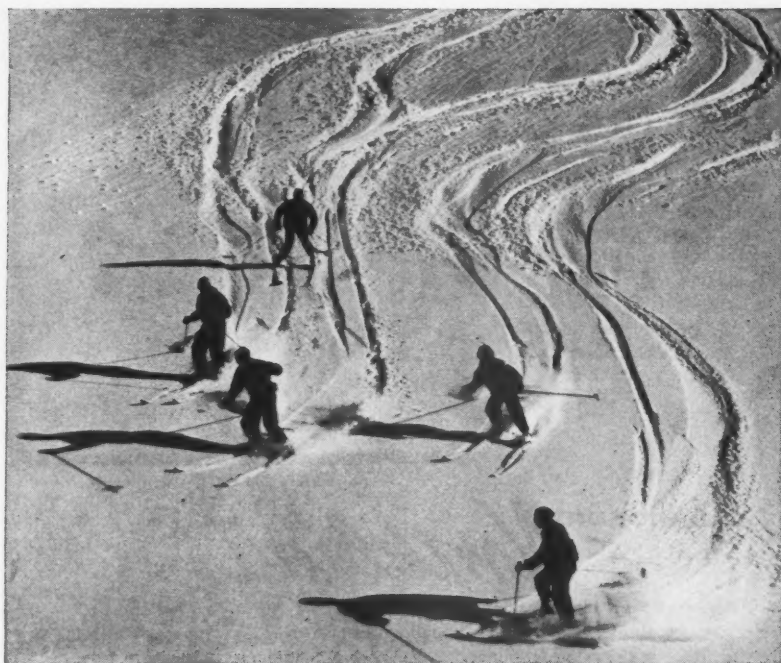
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Roland Palmedo, with ten-day-old broken leg, heads for FIS congress in Dubrovnik, Yugoslavia, he remembers as "congress of the 129 steps," since meetings were held on fourth floor of elevator-less museum

Jasper-in-Quebec has been widening and improving its slopes as part of a far-reaching renovation project under the new management there; Chalet Cochand is putting up another T-bar paralleling the existing one.

In western Canada, preliminary surveys are underway with a view to constructing no less than three gondola lifts in the next few years. At Kimberley, B.C., a large project is in progress. Caberfae, Mich., is acquiring a snow-making machine and double chair lift. The Telemark area at Cable, Wis., has plans for a T-bar to be installed this fall. There are reports of plans for other new western areas still in the money-raising and surveying stage. All these developments will be reported in detail in the November and December issues of SKI.

**FIS Changes Slalom Rules:** The penalty rule in slalom was abolished at the FIS congress in Dubrovnik, Yugoslavia, last June. Henceforth any slalom runner who fails to cross all slalom gates with both feet will be disqualified, as in giant slalom. This decision was supported by the U.S. delegation: Andrea Mead Lawrence, Gustav Raaum and Roland Palmedo. Also in attendance was Cortlandt Hill, vice president of the FIS.

Other important changes in slalom rules provided that the width of gates be at least ten and one-half feet and that gates be set at least thirty inches apart; that the number of gates in a course be limited to seventy-five for men and forty-five (in FIS and Olympic championships, fifty) gates in international competition; that gates must be set in the sequence of blue, red, yel-

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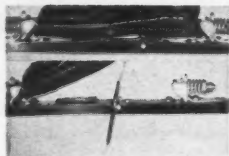
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low; and that gates conform to more rigid specifications set forth in the new rule book.

An important ruling applying to all alpine events stipulates that competitors start within one second of the word go, and that any competitor making a false start shall be disqualified. A matter affecting the forthcoming Olympics at Squaw Valley, Calif., was the appointment of **Friedl Wolfgang** as chairman of the downhill-slalom committee, replacing **Otto Menardi**, who resigned.

In addition, the FIS made other new rulings on questions of importance to those technically concerned with the layout of downhill courses. It was unanimously decided that the Straumann Method (relating the jumper's speed on the inrun to the length of the jump) should be adopted as an alternative method of deciding jumping competitions. A special committee of physiological experts was appointed to study the effect of high-altitude running on cross-country racers—another matter of concern to California Olympic boosters. After much debate, the congress turned down a proposal for a five-kilometer ladies cross-country in world championship events.

**NSA Appoints FIS Coaches:** At its annual convention, held at Timberline Lodge, the National Ski Association appointed **Othmar Schneider** of Stowe and **Pepi Gabl** of Timberline as men's and women's alpine coaches respectively of the team which will represent the U.S. in the world championships this season. Team managers are **Jim** and **Jane Huidekoper**, of Jackson Hole, Wyo. **Olav Ulland** of O-U Winter Sports was chosen coach of the jumpers, and **Allison Merrill**—who may not be free to accept the appointment—as cross-country coach. It was decided to send squads of six men and six women in the alpine division, plus six nordic competitors. The alpine men are **Bud Werner**, **Tom Corcoran**, **Marvin Melville**, **Max Marolt**, **Dave Gorsuch** and **Marvin Moriarty**. The women, **Nonie Foley**, **Sally Deaver**, **Madi Springer-Miller**, **Betsy Snite**, **Linda Meyers** and **Penny Pitou**.

Final nordic selections are to be made early this winter—although **Mack Miller** has been training in Finland at NSA expense on the supposition of his making the cross-country team. A goal of \$40,000 was set for the purpose of sending teams to Europe this winter.

The convention proved harmonious, despite forebodings of schism between east and west. The deficit financing and

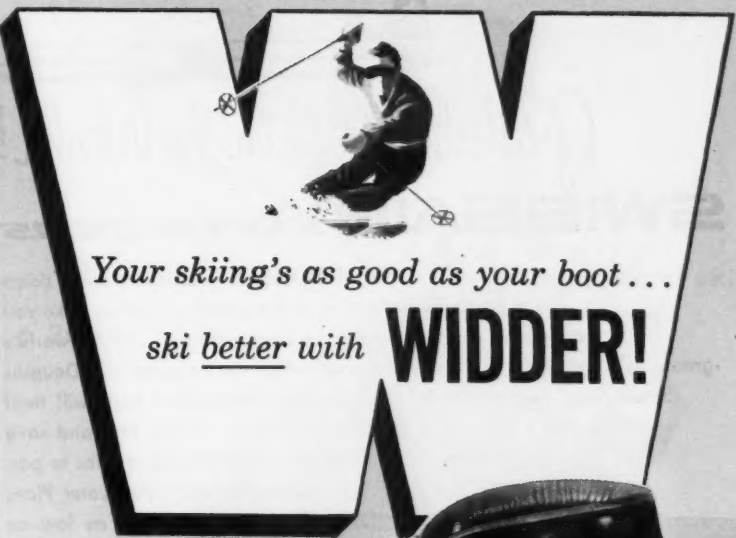
insurance programs are to be continued. Agreement was reached on the principle of the National organization assessing its divisions according to the number of their member clubs rather than their financial strength.

Some argument arose over the conduct of international competition, as a result of which International Competition Committee chairman **Dick Movitz** and two other western members resigned. Movitz has since reaccepted the chairmanship. **Robert C. Johnstone** of Denver was reelected president of the NSA, and the new executive secretary is **Austin Vick** of Denver, whose experience in organizational work represents an outstanding qualification for this key position.

**Squaw Valley Dispute:** Disagreement over land use has held up awarding of \$7 million in building contracts for 1960 Olympic facilities at Squaw Valley. **Wayne Poulsen**, owner of seventy-two critical acres, at presstime had agreed with the state of California on every point except price. According to his attorney, Poulsen wants \$245,000 for purchase of part of the land, and an undisclosed amount for lease of the remainder. The state is offering \$58,520 as the purchase price and \$44,850 for leases.

The state has put up \$8,000,000 for the express purpose of staging the games. In addition, highway funds are to be used for improvement of the access road and construction of parking areas.

**Souvenir-Hunters:** Acting for all the world like American tourists abroad, European racers touring the U.S. last season took unabashed delight in Americana. The Italians bought and traded souvenir pins with the avidity of coin collectors. The Swiss specialized in cowboy costumes. The Austrians went even further. Presented with a Frontier model revolver at a TV show, **Toni Sailer** talked **Anderl Molterer** into getting one too. Every morning before skiing they went out plinking—and it is even rumored they may have bagged one of Sun Valley's tame ducks. That was after **Anderl** smashed a car at Stowe, without benefit of driver's licence. Whatever their skill as gun-slingers and automobile drivers, on skis the **Kitzbühel Kids** came close to bagging the theoretical limit of trophies and medals. The European girls, **Therese Leduc** and **Putzi Frandl** outstanding among them, found the hunting for American trophies somewhat tougher.

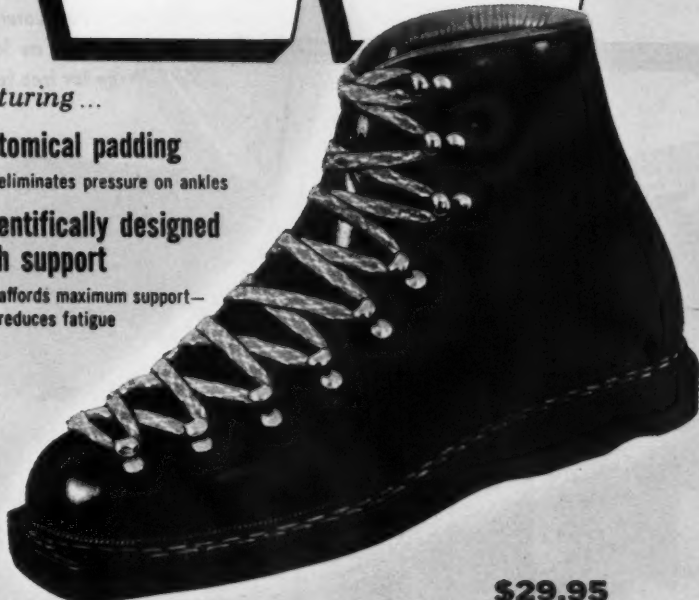


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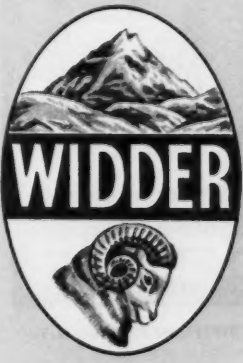
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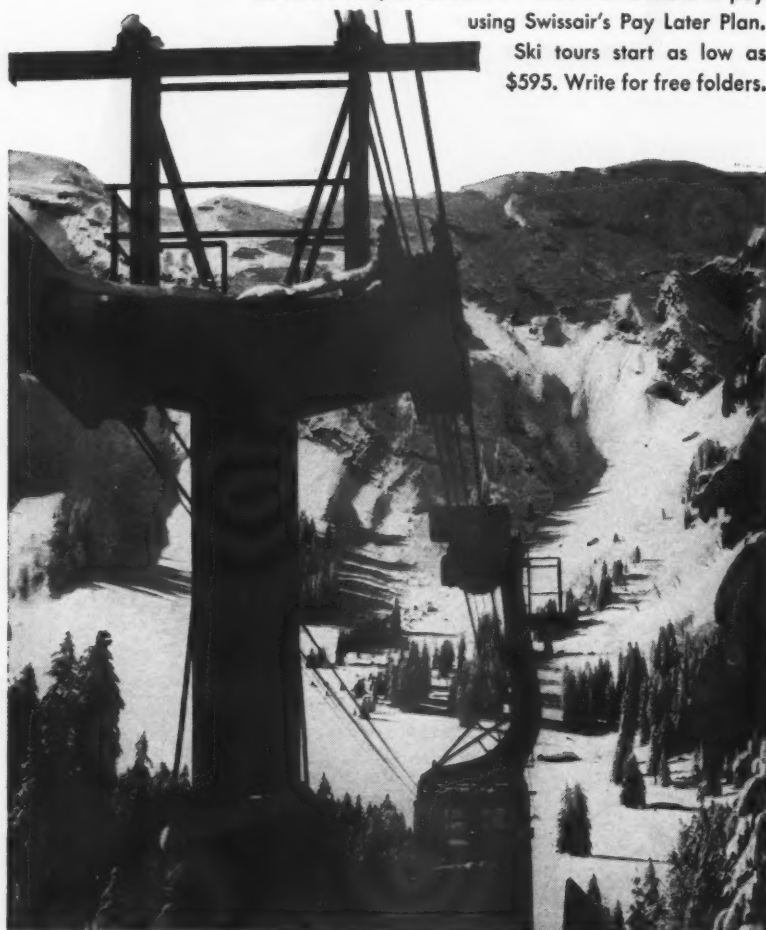


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## With the Moviemakers

The skimoviemakers have suffered no lack of material on which to turn their glass eyes this past season. While foreign stars were touring this country and American skiers tried out for the FIS team, equally exciting things were going on in Europe. The constant mushrooming of new lifts and areas has provided new settings, and the vogue of the new style of skiing has given the lecturers something to talk about.

All this could not satisfy Lois and John Jay, however, who must always be different. So they took off on the jauntiest Jay junket of all—westward around the world.

First to Japan, where they covered the three main ski areas—Shiga Heights, Mt. Zao and Iwahara. "We found," says Jay, "twenty thousand skiers on a slope the size of Bromley. They crash into each other at the rate of one collision every three seconds."

In Russia the Jays filmed the Soviet FIS alpine squad practicing near Alma Ata, recreational skiing in Moscow and the All-Soviet Jump at Leningrad on the eighty-meter hill. They got all their film out safely. "We were arrested only twice," John says, "which I guess is about par."

Winding up in Switzerland, the Jays recorded some high-country touring and spring skiing—and nearly missed getting buried for good in an avalanche. They also made a shortie for Swissair called "Swiss on White"; this film, packaged to run half an hour, will shortly be made available to ski clubs and other groups. Now back in Williamstown, Mass., the Jays are cutting and piecing a veritable world skileidoscope for the enjoyment of their audiences this season. They call it "Ski to Adventure."

Warren Miller had to be different, too. So he went to Alaska and rode rope tows in the Arctic. Then to France and the Aiguille du Midi at Chamonix—the lift that is two miles long, climbs 5,000 vertical feet and has no towers whatsoever. While the rest of Europe suffered from lack of snow, Miller skied and filmed in three meters of the stuff, all over the French Alps. "The sun was so hot, however," he says, "I got sunstroke and had to be shipped home loaded with penicillin and French wine."





Lois Jay at T-bar area, Alma Ata, USSR; Lift ran for two hours during Jays' visit

Every year we wonder what the next Warren Miller gag is going to be. This season—to sneak a preview—the film shows the latest in mechanized skis, powered with chain-saw motors in each ski and endless belts for bottoms. "You just gun the motors and the skis scoot you uphill," Warren comments. "To ski down, simply turn the skis over and schuss down like any other normal person." The film, called "Anyone for Skiing," also features a helicopter hop through the French Alps, and plenty of nice shots of nice skiing.

Jim Farnsworth is a relative newcomer to the ski movie circuit. A transplanted easterner, he was reared in Boston suburbs; after attending the U. of Colorado, he settled in Boulder. But places like Squaw Valley, Aspen, Sun Valley, and Stowe lured the skier and cameraman in him. Last season he took a film called "Skis and Colorado" on tour with him. This year it's "America Skis," ninety minutes of color and hi-fi sound, taking in Sugar Bowl, Loveland Pass, Mammoth Mountain and other top spots—and top skiers.

Sverre Engen has succeeded in being different, too. Included in his fine new film, "Skiing—Their Way of Life," is a fascinating treatment of a subject long ignored among skimoviemakers: college ski teams. Sverre shows famous coaches like Dartmouth's Prager and Denver's Schaeffler working with their teams, and the sequence winds up with outstanding shots from the intercollegiate championships at Ogden.

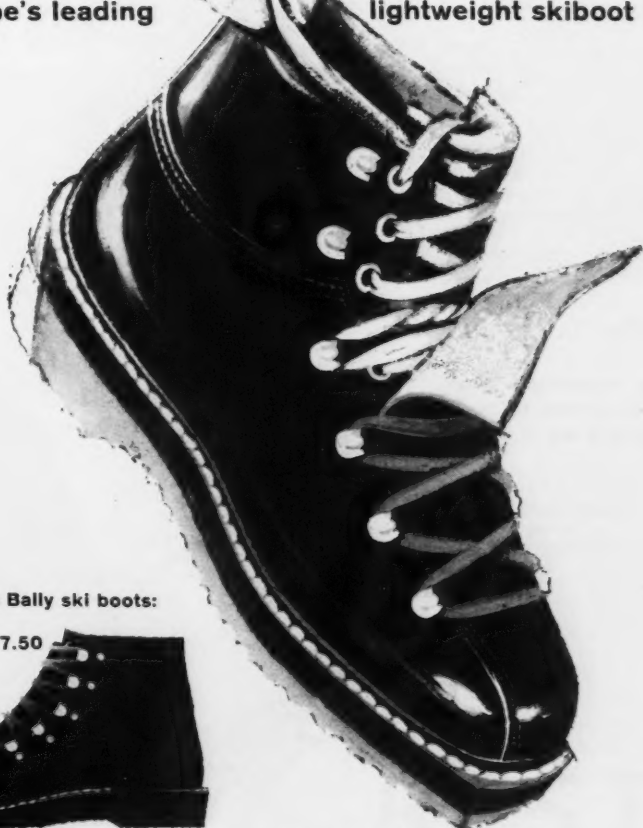
Victor Coty, perhaps more than any other skimoviemaker, has concentrated on elucidating wedeln on the screen. His latest film includes a step-by-step presentation of the new style by Othmar Schneider, followed by slow-motion exhibitions by other of the world's finest skiers.

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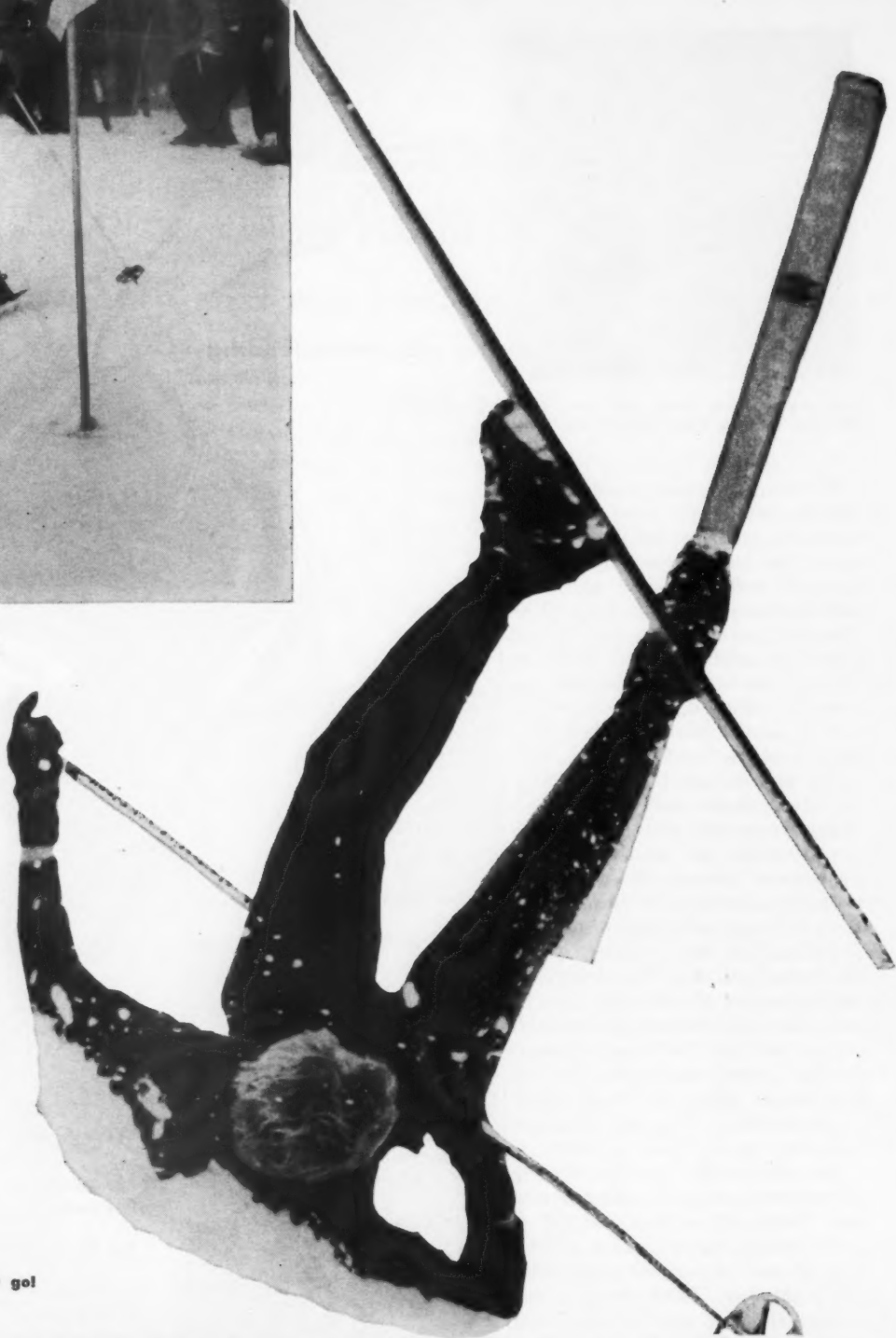
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### *thrills . . . and spills*

When competition is tough  
the best of them fall,  
as Molterer did in slalom



### *and what skiing!*

In practice, the champs really let go!  
Here Toni Sailer takes a slalom  
combination wide open





Left to right:  
Anderl Molterer, Therese Leduc,  
Madi Springer-Miller, Nonie Foley,  
and, of course, Toni Sailer;  
Josl Rieder, third Austrian  
musketeer, with Betsy Snite



Christine Davy of Australia,  
Josefine "Putzi" Frandl, Austria,  
Astrid Sandvik and Inger  
Bjoernbacken, both of Norway

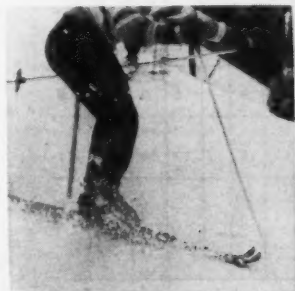


Carla Marchelli and Bruno Alberti  
of Italy at left; at right,  
Bud Werner and Marv Melville

# THE WORLD'S BEST

AT STOWE, VT., in mid-March, a cluster of skiing stars from nine countries met to compete in the American International races. It was the biggest competition yet held in North America. World champion Toni Sailer was there with his Austrian confrères, as were other of the top men and

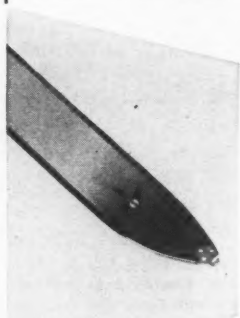
women Europeans. With one or two exceptions, the American men were outclassed. But U. S. girls won two out of three events, proving they have a chance to score in the FIS world championships at Bad Gastein, Austria, early next February.





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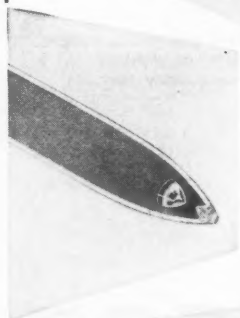
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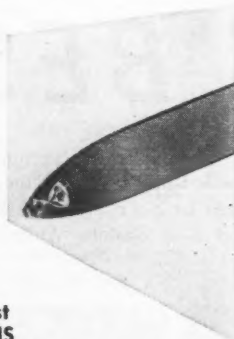
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FIS tryouts  
dominate U.S.  
race circuit

## Points, Points . . . . .

Among our top racers last season, nothing mattered except to make the team—the team being, of course, the FIS team which will represent the United States at the world championships. The traditional honors and titles counted for nothing (does anybody remember who the national champions are?). Trophies, medals, ribbons and citations were collected casually, like so many dollar souvenir pins. A great fixture like the Sun Valley's Harriman Cup became a fun race, while a secondary race like the Roch Cup became all-important, simply because the latter was a tryout race and the former was not.

At the start of the season the racers were told they would be chosen according to the point system. In any event of a tryout race, the winner would receive fifteen points, the second placer ten, third placer seven, fourth five and so on. Behavior and potential, said the International Competition Committee, as well as combined FIS scoring, would be considered. That the committee exer-

### FIS TRYOUT RECORDS OF WOMEN & MEN COMPETITORS

	FOLEY	DEAVER	SPRINGER-MILLER	SHUTE	ANDERSON	MEYERS	WERNER	COX	PITOU	LIND	MOORE	WALTON	RINY	DEVLIN	CAMPBELL	DRAPER
<b>ROCH</b>																
DH	15	4	5	1	4	7	10		2							
GS	15	10	7		4	1		5	2		3					
SS	5	15			7		4	10		3	1				2	
<b>NAT.</b>																
DH			7	5	10	15		4			1		3	2		
GS	15	5	4		2		10	3	7					1		
SS	10	15	5			3			7	4	2		1			
<b>INT.</b>																
DH	4	2	15	10		5	7	3			1					
GS	15	1	2	10	7	3	4	5								
SS	15	5	7	10	4		2		3				1			
<b>N.A.M.</b>																
DH		3	15	5				4	10	7	1					2
SS		10	3	15		4	1	2	5			7				
<b>TOTAL POINTS</b>	94	70	70	56	38	38	38	35	36	14	9	7	5	3	2	2
<b>PLACE BY POINTS</b>	1	2T	2T	4	5T	5T	5T	8T	8T	10	11	12	13	14	15T	15T
<b>ACTUAL SEED PLACE ON FIS SQUAD</b>	1	2	3	4	8	5	9	7	6	10						

## and More Points . . . . .

cised its wide discretionary powers may be seen from the chart below, which shows the relation of point scores to final position on the team. For example, Linda Meyers and Skeeter Werner both accumulated thirty-eight points, yet Linda was seeded fifth and Skeeter ninth on the squad. This was in marked contrast to the last Olympic tryouts, when the point system was more strictly adhered to.

When they weren't talking about points, the racers talked mileage. At Aspen ICC chairman Dick Movitz announced that in addition to the three tryout meets already scheduled (two at Aspen, one at Stowe), the North American championship at Squaw Valley would also be counted. This meant that eastern racers felt obliged to make a second trip west after the International races at Stowe. For many, this proved to be both inconvenient and expensive. However, those that made the trip benefited from additional opportunities to race against Europe's elite.



Tryout czar Dick Movitz  
What's another few thousand miles?

CORCORAN	WERNER	MELVILLE	MAROLT	BUEK	GORSUCH	MORIARTY	STREETER	WOODS	FERRIS	CARTER	ECCLIS	LAWRENCE	VAUGHN	WEBER	ARMSTRONG	BECK	HARWOOD	PERRY	FUNK	KOLAK
10		7	15	5						1	4				3		2			
7	15			10	3	4	2	1			3									
15	7	3	1			2		10	4								3			
10	15	7	3		3		4	2		1										
4	15	7	1	3	10		5	2												
15			10		4	5		1		3	2	7								
10	15					4	5						7	3		1			2	
10	15	4	4	5		1		7						2						
15	5	10	3	1		7		2								4				
		15	10	7		3	3							2			4		1	
	15	10	5	4		7	1		3						2					
96	80	75	50	36	32	28	25	21	14	9	9	7	7	7	5	3	3	4	2	1
1	2	3	4	5	6	7	8	9	10	11T	11T	13T	13T	13T	16T	16T	16T	19	20	21
2	1	3	4	8	3	6		7	10		9									

WAITING FOR

*LiTui*

# How Hjalmar Hvam Invented the Release Binding



by LEVERETT G. RICHARDS

There on the TV screen of his mind he saw the whole device plainly projected . . .

**N**EXT TIME you untangle yourself from an eggbeater and find all your bones intact it might be in order to face the west and offer up a small prayer of thanks to Hjalmar Hvam.

Hvam, skiing champion and enthusiast, is the father of the safety binding. He invented it in his sleep. Came out from under the ether and called for paper and pencil. Sketched, in a few swift strokes, the pop-out safety binding which has since revolutionized skiing.

Before Hvam there was nothing but the standard toe iron or toe strap. Today at least half of skis in use in the United States are equipped with some type of device designed to snap loose before your bones snap. This form of fracture insurance has brought peace

of mind to thousands and contributed greatly to the growing popularity of the sport.

Before Hvam's invention skiing was strictly a spectator sport in America. Those who used to stand and watch in fear and awe are out there now participating to make skiing America's major winter sport.

Hvam's three-point, self-aligning safety binding, with its swiveling toe clip, looks simple. It is. But it came hard. It cost Hjalmar a lot of headaches and two broken legs to produce. But it has saved him from injury many times since.

Disturbed by the high accident rate among skiers of all degrees of skill, Hvam was already groping for some kind of safety device when he broke his

leg the first time. His accident was typical of hundreds. He jumped off a cornice into a deep ravine just above Timberline lodge at the 6,700-foot level on Mt. Hood. Travelling at high speed, with little room to maneuver, he twisted hard to dodge a big chunk of hard snow that had fallen off the cornice. The power of his turn twisted and broke his leg in a long diagonal fracture, with a loud crack like the sound of two skis slapping together.

Hvam had plenty of time during his convalescence to dream up a safety device that would prevent such accidents. It had to be something that would give way before the bone gave way, yet give a man control in power turns. But inventing is never easy, especially where wholly new ideas must be evolved. ►





Here are the Kneissl skis you were planning to buy and use this winter:

Dear SKI Magazine Readers:

On July 4th, fire broke out in the Kneissl factory in Kufstein, Austria, and spread with almost explosive rapidity, despite all efforts of the Kneissl workers and the fire department of Kufstein and neighboring communities, the plant was totally destroyed.

Destroyed, too, were more than 4,000 pairs of Kneissl skis destined for the United States and Canada, already packed, addressed and ready for immediate shipment. Another 10,000 pairs of skis in production, in part scheduled for North America, were also lost.

That means no Kneissl skis for you this season. As the importers of these famous skis, we owe you an apology. We can offer no substitute for Kneissls, nor can any other importer or manufacturer. The absence of these magnificent skis on the American scene this season is bound to slow the tempo of all major competitions and, so to speak, dull the keen edge of our skiing pleasure.

The absence of Kneissl skis from the American market will, however, be only temporary. Construction of a new factory, the most advanced and modern ski factory in the world, had been begun by Franz Kneissl in the spring of 1957. This plant is almost completed now and will be ready to go into production by the beginning of October. With its marvelous new machines and Kneissl's experienced force of highly skilled workmen, the new factory will be able to turn out 3,000 pairs of Kneissl skis per month!

And, of course, there will be Kneissls available for the use of national teams at the world championships at Bad Gastein, Austria, this winter. Without Kneissl skis, a world championship would be almost unthinkable!

Regretfully yours,  
Saska Ski Equipment Co.  
Ernesto J. Saska



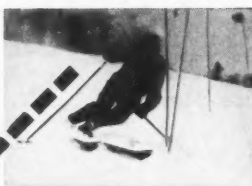
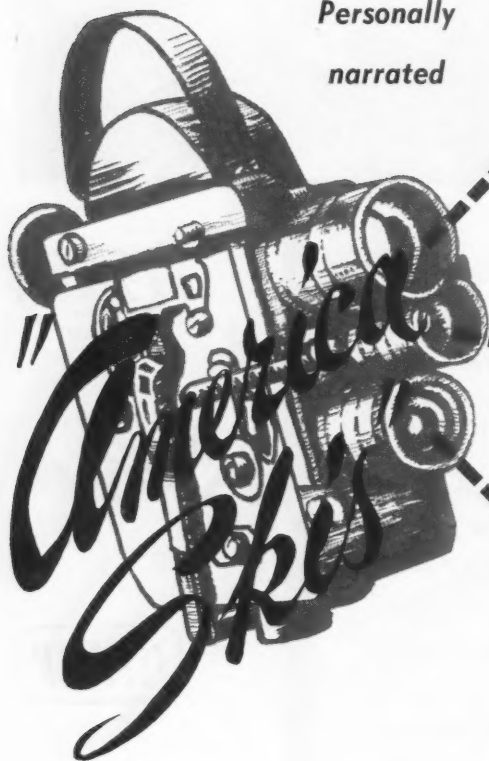
SKI, OCTOBER, 1957



NINETY MINUTES OF...

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narrated



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*Bookings are now available at attractive rates. For further information and brochure, write*

*Jim Farnsworth*  
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*Boulder, Colorado*  
**BOX 531**

It took a second break and a dose of ether to complete Hvam's inspiration. He broke the same leg in the same place in January, 1939, while competing in a slalom race at the Ski Bowl on Mt. Hood. The break had never healed properly and simply parted under pressure.

He was thinking hard as he lay on the operating table, but still didn't have the solution—until he woke up more than an hour later. There on the television screen of his mind he saw the whole device plainly projected. All he had to do was copy it down on paper. While he convalesced he made a model from a piece of an old furnace door, using a pin from the living-room window for a swivel pin.

A search of the patent records showed no other safety binding of any kind. Nearest thing to it was French device which used a toe iron with spring snaps, but it was never marketed. Hvam's patented Saf-Ski device, manufactured in his native Portland, Ore., was greeted with skepticism by competitive skiers at first. But Hvam, a champion with more than 150 cups, medals and trophies in his collection, proved his device on many a northwest slope. Now top skiers, from Olympic jumping coach Olav Ulland, of Seattle, Wash., on down, use his binding, as do thousands of other serious skiers. He has sold about 20,000 in the seventeen years his Saf-Ski has been on the market.

Hjalmar is no salesman, he is quick to admit, and other safety bindings, designed on the "pop-out" principle he first invented, outsell the father of safety bindings. He sells all the top quality bindings in his own ski shop at 21 N.W. 23rd Place in Portland.

Hvam in 1955 brought out a new model, replacing the two-pronged toe clip with a smaller, simpler one embodying the same principle in refined form. To provide a release for the heel in case of a slow forward fall, Hjalmar recommends and uses an Austrian Tyrolia Skimeister front-throw release in combination with his own toe clip.

Bestor Robinson, chairman of the 1960 Olympic Winter Games Committee, examined Hvam's binding in 1940 and wrote: "The conventional toe iron, which causes eighty-five per cent of all ski fractures, will in another two or three years be as dead as the dodo." It has taken a bit longer than that, but the number of injuries per skiing capita has dropped steadily.

In 1941 Hjalmar was recognized by the National Ski Association for his contribution to safe skiing. He received



"One Sunday, though, I slipped out of the house early . . ."

honorable mention in competition for the American Ski Trophy. The role Hvam's binding has played in the skiing boom has been recognized by the national ski museum at Ishpeming, Mich., which has asked for models of Hvam's releases.

Hjalmar Hvam, like many another Norwegian, is a born skier. He couldn't have escaped skiing if he had wanted to. That was not only the principal sport, but often the only means of transportation in rural Norway where he was born in 1902. He got his first skis along with his first pair of walking shoes.

At the age of twelve he won his first prize—a pair of cuff links—as champion in the school games for boys. Competition then was only in jumping. The next year he won the school open tournament, jumping fifteen meters so gracefully he also won "the lady's trophy" for form.

"That was forty-two years ago, but I just happened then to anticipate the 'aerodynamic' style popular now on fast jumping hills. I didn't know anything about aerodynamics then. I was just trying out a clean, erect stance to impress the judges," Hvam recalls.

In a land where everyone was an expert, Hjalmar distinguished himself as a consistent winner in his teens. He might have gone farther, but for parental opposition. Times were poor and good skis were costly. *Continued ►*

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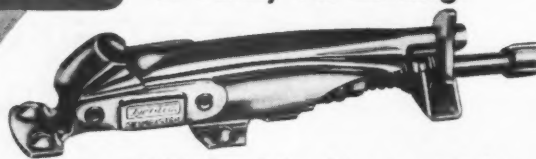


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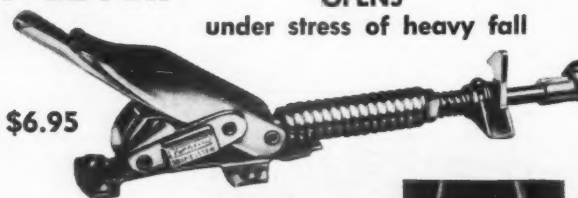


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"Father forbade me to enter competitions. We couldn't afford broken skis or broken legs," Hjalmar remembers. "One Sunday, though, I slipped out of the house early in the morning and hiked six miles to compete in a tournament. I talked it over with my older brother.

"Maybe if you don't try too hard and take care not to jump too far, father will not mind," he said. So I promised I would try not to win. I didn't tell anyone, not even my brother. But father picked up a paper a couple days later and saw the story where I had won the jumping.

"By that time he was so tickled at the distance I made that he wasn't in any mind to give me heck," Hvam recalls.

Good as he was, Hjalmar was never allowed to realize his boyhood ambition—to jump at Holmenkollen. Oslo's world-famous hill was too busy to admit any but the very top jumpers from each town. And it was Hjalmar's misfortune to be born in Kongsberg, mother of champions, which boasted five Olympic champion jumpers and four world champions—Kongsberg, home of the famous Ruud brothers: Sigmund, Berger and Asbjørn Ruud, all top jumpers.

It was not until 1952, and then not as a competitor, that Hjalmar got his chance at Holmenkollen. He was manager of the United States Olympic jumping, cross-country and nordic combined teams then. He had hardly hit Oslo before he was on the long hill, with eyes uplifted to Holmenkollen.

"I suppose they would not let me take a run on it," he ventured to his Norwegian host.

"But of course, you are an American now. You just go right up and come down with the team. You don't have to ask anyone now."

"That was a big thrill," Hjalmar recalls. "Such a high takeoff, and such a flat landing. It was tough. Our team all fell down the first jumps. I didn't fall down. I just bent my knees a little and didn't have any trouble. And pretty soon our jumpers were all landing without falling, too."

Hjalmar, lithe and tough at fifty-five, can still show up the youngsters in both form and distance, not only in jumping, but in slalom, downhill and cross-country. At Mt. Baker in the 1930's he made a clean sweep of all four events, against the best specialty skiers in the business, some of them from his own area of Norway.

Skiing like that takes stamina as well as skill. Hjalmar got his from long ski outings in the old country, but built up



"The crowd thought it was intentional and laughed like crazy. . . ."

his rawhide physique further piling lumber in a Portland mill when he first came to this country. He came to Canada in 1923, and moved to Portland in 1927.

He had not skied since 1922 and never expected to ski again, when he fell in with a few other hardy Scandinavians of the Cascade Ski Club in 1929. He borrowed a pair of seven-and-one-half-foot touring skis and entered the B class jumping tourney. He took third place with a 123-foot jump.

That revived all his old lusty interest in skiing, both for competition and for fun. Since then he has won seven Pacific Northwest Ski Association championships in everything from jumping to slalom and cross country to downhill. In 1937 he had won twelve consecutive downhill races, and his prizes included the coveted sterling Silver Skis trophy won at Mt. Rainier.

Way back in 1933, when the first Oregon slalom was run, Hjalmar won by using at times a reverse shoulder turn like that "invented" during recent years by Stein Erikson and others.

"I always skied high and used whatever turn paid off under the conditions," Hvam explains.

He would try anything new, however, if it was good for skiing. In 1937 the Portland Junior Chamber of Commerce was trying to promote skiing with an indoor jumping show in the public auditorium. Most skiers said it couldn't be done in the confined space.

Hjalmar looked it over carefully and told George Henderson, chairman of

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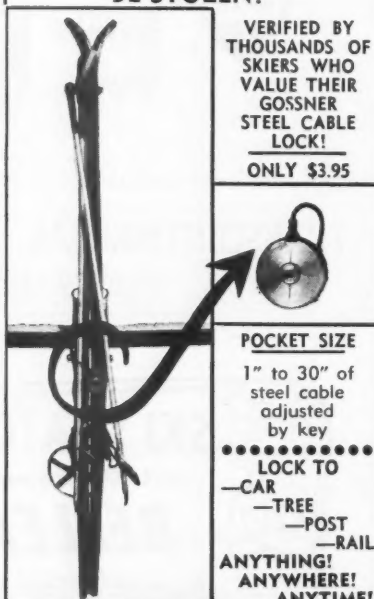
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the show: "Of course it can be done. Why, I could make that jump on barrel staves."

And he did. Henderson wouldn't let him back out. They built a ramp, covered it with a carpet, sprinkled it with dancing spangles and Hjalmar made the first run—on skis. They had to raise the takeoff a little, then it was just right.

Came the night of the big show and Hjalmar performed, on skis. Then the announcer, with a flourish, said Hjalmar Hvam would make the jump on barrel staves.

"I hadn't tried the hill on staves. I hadn't even had a pair on since I was a kid. But I couldn't back out then. Once I got a start there was nothing to it. The jump felt good. But on the landing I couldn't control the staves. Each time they would swing me around, I would swish backwards into a safety rope held by two husky boys. We would all fall in a heap. The crowd thought it was intentional and laughed like crazy. I had to keep it up every show."

In those early days there were no more than thirty competitive skiers in the whole Portland area. The Cascade Ski Club, first major club in the Northwest, had but a dozen members, nearly all from Scandinavia. There were not more than 200 serious skiers in the state.

But jumping contests drew 6,000 paid admissions in 1933, despite the hard times. They don't draw any more paid spectators today, but the number of skiers has multiplied. Last season on Mt. Hood alone nearly 300,000 skiers, by actual Forest Service count, reveled in this most popular of winter sports, poor snow conditions notwithstanding.

And the number of injuries per capita has decreased sharply in this region as enthusiasm has grown, owing in large part to the widespread use of safety bindings, plus continued campaigns for instruction and controlled skiing by the Portland JC's and such clubs as the Cascade Ski Club, of which Hvam is a former president and life member.

Hjalmar can and does still jump 170 feet and more on Multitorpor's class A hill. He still wins his share of trophies every year. He takes quiet pride in his gallery of 150 trophies, medals and prizes.

But he takes the greatest pride in the growing file of letters from skiers writing to thank him because his safety binding has saved them from injury. These are the brightest medals in all his collection.





Bill Woods, 18, of Waterbury Center, Vt., 1956 national alpine champion and member of the 1958 FIS squad, was killed on the night of April 25 in an automobile accident near his home. The article presented here appeared originally in "Mt. Mansfield Skiing"

## As I Remember Billy Woods

A fellow racer and Mt. Mansfield Ski Club member recalls the competitive career of a great talent

By Mädi Springer-Miller

EVERYONE'S story of Billy would differ. I can write only from my own reminiscences, dating from the time he was about twelve or thirteen, still a boy. He stood out from the bunch of youngsters on the mountain because of his skiing ability, which was, even at that age, terrific. The wide boyish smile characterized him then as always, quite shy and somehow confident, too; and that is what we will, perhaps, miss most of all.

Of the half dozen years since then, I saw a lot of Billy this and the previous year. At the various race events in the east and west, which I attended, he was invariably there, school permitting. Races are quite tense affairs, but Billy, although underneath definitely serious, seemed to have a happy-go-lucky attitude. After a race it was hard for me to

tell from his face whether he'd won or lost; either way, he smiled just as easily, which shows the good sport he was.

Maybe he was nervous like most of us racers, but I remember one weekend last year at Mont Tremblant when not one little sign of nervousness was evident, and I marveled. Of course this might have been due to his being so confident; he did win the race, too.

That year he was on the shy side, and so it surprised me that on one of the first skiing days this season he was the "life of the party." He certainly had changed!—probably just the usual process of growing up; one kept forgetting that with all his ski successes that he was after all still a boy. This particular day I remember as being the best fun-skiing of the year. And when Billy too energetically bashed into the woods,



Billy Woods en route to national downhill championship



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D I S T R I B U T O R

## Raichle

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breaking a ski, did he call it quits for the day? Oh, no; he wedeled down brilliantly, faster than we conventional two-ski skiers, and exuberantly said at the bottom, "How about another run?"

Then I remember the previous spring when, after the national downhill at Squaw Valley, he—the winner—went up again with the course setter and both jumped the main bump (quite a nasty one from a girl racer's viewpoint)—using the one-ski style, of course. Billy said he'd done a bit of this in Chile last summer, too, with Stein Eriksen, who was, he said generously, quite proficient at it.

At racing he was as serious as can be, although he didn't appear grim about it. He was awfully determined to beat the Europeans, and probably tried too hard. The only way for the men racers is all out. At Aspen during two of the four FIS tryout races, only (!) Toni Sailer was there of the feared and revered Austrian amateurs, plus Christian Pravda. But for Stowe's International Race in March, there was the cream of International racing. It seems that Billy had decided to fight them with their own weapons—i.e., their technique. Perhaps you recall the slalom on the first day. A group of us girl racers, and maybe you too, were watching the men's slalom, wondering at the identity of a unique figure wending his way through the gates—with a hunched-over position with arms held out sort of like Molterer, wearing a Santa Claus hat worn low over the brow with tip straight up, and a strange parker or sweater. Who was this person who looked sort of European, or ersatz Austrian? None other than Billy Woods, and we all burst out laughing. He realized later that maybe it wasn't such a hot idea to change styles in midstream of the FIS tryouts—and just grinned about it. He was certainly good-natured regarding his disappointments.

His best performances this year were mostly early in the season and ironically in the "wrong" races as far as tryouts were concerned. His record was excellent in the Eastern races with several firsts, including the Victor Constant Memorial Race at Stowe, which trophy he retired. Out west his first race was a slalom and giant slalom event at Loveland Basin in Colorado, in which he scored second and third places in top competition, and this in spite of having arrived only the day before from the east after several days' travel and little sleep. This was a surprise performance, as was the famed Harriman Race at Sun Valley (unfortunately also *not* a tryout race), in which he placed second

in slalom of the U.S. contingent to Olympian Bud Werner. At this time Billy suffered from a bad cold which would've put anyone else, lacking his kind of drive, safely in bed—and certainly not on the scary Exhibition Run.

Nevertheless, in spite of this and other obstacles, Billy made seventh place on the ten-man FIS squad, of which the chosen team will compete in Austria next year at the FIS world championships. This was certainly a fine achievement, but his admirers, including myself, expected the impossible—that he always be The Winner. The ability, determination, and eagerness were always with him this season, but his luck didn't hold out. It is perhaps strange to talk of the lack of luck in this capacity, in regard to Billy's racing instead of his recent accidental death; but somehow I think his skiing friends will talk of him as if he were still with us. This might be an unrealistic attitude, but Billy was such a vital personality and made such a mark in this ski world, that I can imagine racers saying (as of great racers who have retired or who just don't happen to be in that particular race): "Do you think Billy could've made it without a check there?" or "Do you think he would've won this race?" These are questions which will remain forever unanswered.

There's certainly lots more to Billy besides the ski personality that I know. Skiing did happen to be the main passion in his life, although other sports and games came easily to him. To these and to other interests he could not, however, devote much time, at least in ski season. While he followed his racing career, he had to keep up with school-work, too; he was a senior in high school at Waterbury, Vt.

I regret not being able to write a complete account of his life and interests, but our lives touched only in the ski world. Surely other closer friends could write more. But we all, I think, knew him as a charming, lively boy, who was very eager both to grow up and to compete in ski championships. He was no doubt pleased at having been eastern junior champion in 1955, and national champion in 1956. He was also anxious to make a try at the world championships or the Olympics, however unattainable that has in the past been to the U.S. men's teams. But he did, until a very short time ago, have many years ahead of him in which to try.

Billy Woods was all potential, as a racer and as a person. With this great potential, at the age of eighteen, he left us.

SKI, OCTOBER, 1957

**Raichle**

("RYE-KLEE") — SWITZERLAND



## WEDELN (left) AND JAGUAR MODEL the boots designed for "WEDELN"

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Edging power is applied thru the ankle and instep. Unless the boot has high, firm uppers, and an instep counter extending to the ball of the foot, it will yield to pressure — and allow an appreciable lag between application of power and "bite" of the steel edge. AND without proper support, the foot — not the boot — does the work, in constant edging on hard surfaces. Aching feet result. Important from the snow-plough on up, maximum edge control is invaluable for progress toward advanced skiing — and eliminates fatigue.

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Only the finest boots have such support. It most makes the counter stops just forward of the heel; may be made of plastic, which tends to crack and break in cold weather. Such boots can't give Raichle's comfort or control. Outside reinforcement around the heel means little — it's the uppers and the instep support that do the work — especially on frozen granular surfaces.

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VERMONT

**D I S T R I B U T O R S**



THE DARKENED cabin of a transatlantic airliner flying through a stormy night seemed to be as good a place as any to test one's physical and mental equilibrium. In our case, there had been nothing particularly wrong with the former, but we felt uneasy regarding the state of the latter. We were flying to the quiet, snow-covered Alps and fleeing from the noises, voices, slogans and confusions which are part and parcel of what the uninitiated regard, for some foggy reason, as a glamorous business—the ski business.

What, for example, we asked ourself 22,000 feet above Newfoundland, is glamorous about being compelled seasonally to rattle off to thousands of confused skiers soothing explanations of the most confounded conglomeration of advertising slogans hailing 162 different models of ski boots which all look alike and are all alleged to be "Famous Everywhere," "The Only True Double Boot," "Without Breaking-In Problems," "Made For Better Skiing," "Genuinely Hand-Made," "The Champions' Choice" and all the rest of the Madison Avenue clichés?

At breakfast between Frankfurt and Zürich we made the painful resolution to combine ski boot research with pleasure in Europe, merely as a method of tranquilizing our professional nerves and of arming ourself, in the process,

for next winter with new answers from the oracles.

In the history of ski boot making a few people had the original creative ideas which led to basic design developments and, subsequently, to a mad scramble to copy the original ideas. For instance, such basic and brilliant ideas as the double boot, the hinged shaft, the ankle collar, the back over-lace, the double tongue, the high outside sole-leather heel counter and the pressed-out anklebone pockets have sprung from the inventiveness of several generations of three ski-boot-making families, Molitor in Switzerland and Strolz and Haderer in Austria. If, therefore, creative inventiveness and original craftsmanship are a measure of greatness in the ski boot industry, then Haderer, Strolz and Molitor rank high indeed. All three make their boots by hand, the slow and thorough way, and that makes their boots expensive. Their individual designs certainly have been, and are being, copied ad infinitum by scores of other good bootmakers, and that, too, is a measure of the originators' success. Furthermore, it has contributed to the fact, recognized everywhere, that in most non-hand-made, mass-produced ski boots, one can find today, at far lower prices, perfectly astounding relative values.

Among our three First Families of

Bootmaking we found a fine, fundamental respect for each other's accomplishments, in spite of quite a few divergent views regarding technical details. And of course, all three are convinced that hand-built ski boots, though more expensive and necessarily limited in production, afford a far better fit than machine-made boots.

After a sun-drenched early-March day of skiing with Karl Molitor over the Männlichen runs above Wengen at the foot of the Jungfrau, we were taken in tow and delivered to the Molitor foreman. Thirty-four-year-old Kurt Hiltbrunner, whom we met at his desk in a large chalet-type building humming with boot-making activity, has been with the Molitor enterprise for seven and one-half years, reads Erich Kaestner and American history books when he is not busy on wooden lasts. He at once proceeded to the purpose of our visit.

Chemical "chrome" tanning of leather for ski boot uppers, Hiltbrunner assured us, is to be preferred over both the tanning with natural vegetable oils and the process of "combination tanning" which uses "chrome" and "vegetable" methods. Chromesalt pulls the skin together, shrinks it, after which the leather must be stretched again to its maximum expansion. Through this method, further

*Continued* ►



### Three First Families of Bootmaking

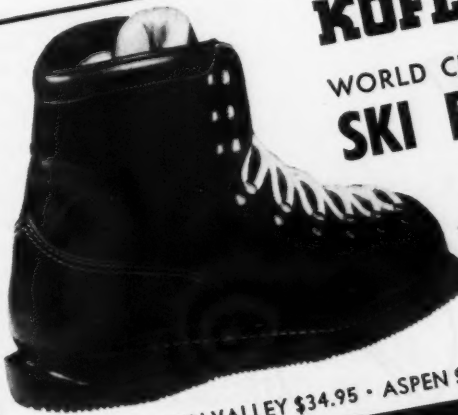
## in QUEST of the PERFECT SKI BOOT

What, exactly, goes into the making of a really good ski boot? What distinguishes sixty-dollar handmade boots from a mass-produced pair costing half that much? Peter Pringham of Norse House, New York and Mount Snow, recently interviewed the makers of some of the boots which are sold in his stores. Here is what they said.

by PETER PRINGHAM


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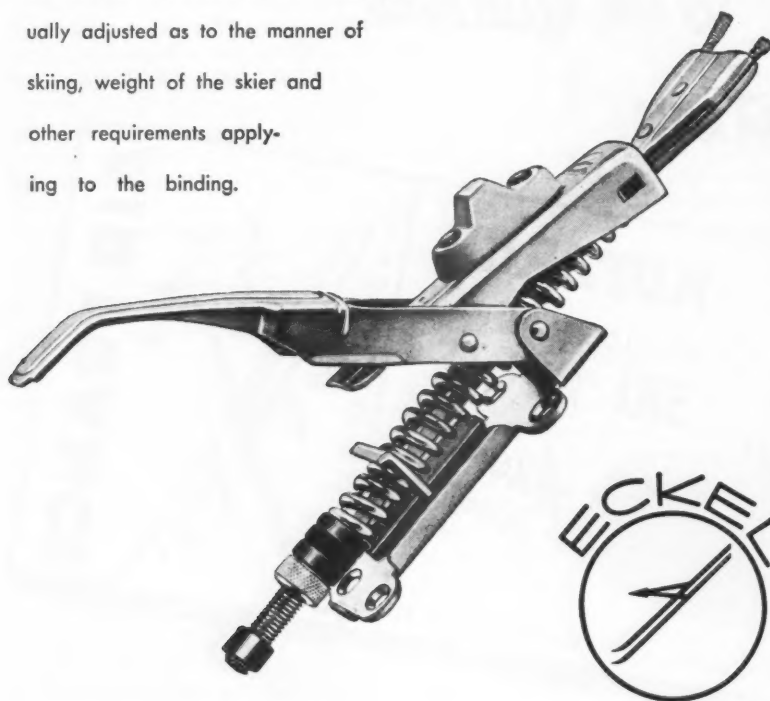
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eventual stretch in use is minimized. We interrupted Mr. Hiltbrunner to tell him of some notable firms who claimed that "vegetable" or "combination-tanned" leathers had it over "chrome" tanned ones. He fixed us with a steady gaze from his steel-blue eyes and pointed out that, since the chrome method also shrinks the original thickness of the animal skin, it requires the selection of perfect, thick skins in the first place; that only a relatively small area of perfect hide destined for ski boot uppers is suitable for chrome tanning, and therefore useless skin leftovers occur, making chrome-tanned leather in ski boots an expensive affair at the source; that mass-producers of ski boots cannot afford this costly method and resort to the vegetable- or combination-tanned leathers which come from the *total* area of often imperfect animal skin, have fewer leftovers and are therefore less expensive at the source.

Molitor's foreman, by this time thoroughly warmed up to the subject, went on to explain that chrome tanning gives leather the greatest amount of resistance against water. The natural fats and oils used in vegetable and combination tanning are easily washed out by snow water, so that the leather becomes dry and hard and brittle, but in the chrome-tanned leather most of the natural fat contents are replaced by chemicals which are far more impervious to the sandpapering effects of melted snow. Chrome-tanned leather remains elastic, soft and break-resistant. According to Hiltbrunner, the vegetable and combination processes have the highly dubious advantage of erasing faults in the original skin, such as scratches caused by barbed wire and blemishes from flies which imbed their eggs in the skin; these faults are camouflaged, but they remain.


We asked Hiltbrunner how in the devil ordinary mortals like us could tell the difference in tanning just by looking at a ski boot, and he took up our challenge by speedily producing three pieces of leather.

"Very simple," he said, gently fingering what appeared to us to be identical scraps of leather. "The uppers of finished ski boots have visible edges of leather. Look at the *color* of those edges. For example, this edge here has a greenish color on the inside, with a thin stripe of black on the outside. Leather surface feels tough and compact. Chrome tanned. The chemicals produce the green hue." He handed us the next scrap of leather. "Dark-brown edge. No other color. Leather surface feels oily. Vegetable tanned." And fi-

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nally, "The cut through this piece shows a greenish-grey line running through the center of the cut, bordered on both sides by a darker, brownish area. Combination tanned. First chrome and then vegetable. Leather surface feels sticky."

After thus having chewed the fat with Hiltbrunner, we switched to another diet.

What, we wanted to know, is the most vital phase in building a handmade ski boot. "Zwicken," was Hiltbrunner's prompt reply, and when we looked puzzled he interpolated the word *zwicken* as not meaning the usual "pinching of the skin," but, in bootmakers' terminology, the pulling, with pliers, of the upper boot leather over the last. Hiltbrunner insists that in this phase a machine is no proper substitute for the arm muscles of a boot craftsman. "No one piece of leather is like the other," he told us, "and therefore the same amount of automatic pull by a machine never produces the same result. A bootmaker must pull the upper leather over the last to the *maximum* amount of stretch, so that the final shape of the boot conforms as perfectly as possible to the contours of the last. This operation determines the final fit of the boot and is particularly vital along the narrow heel part of the last."

The Molitor brains, we discovered, are somewhat skeptical over outside sole-leather heel counters, because, it is claimed, they soften too quickly through snow water. Kurt Hiltbrunner wants celluloid counters which, soaked and softened in acetone, are inserted, *away from the snow*, into the space between upper leather and its lining, so that during the *zwicken* process, these wet counters are made to conform accurately to the contours of the last, then dry and harden and become a permanent, foot-contour-fitting lateral support. The Molitor school objects outright to the use of *pre-shaped* plastic counters built into the *inner* boot, for two related reasons. Kurt Hiltbrunner put it this way: "In the first place, a factory-pre-shaped counter can never really follow the contours of any given last, and if such a pre-shaped counter is built into the inner boot, the skier's foot will be constantly irritated by its improper shape and its pre-set edges." While we were on the subject of features objectionable to our hosts, we thought we might as well mention steel shanks in ski boot soles, a commodity which the average American skier appears to embrace with unlimited enthusiasm. "Saves good leather," Hiltbrunner shot at us, "and is of course necessary as a stiffener"

*Continued on page 57*

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# What's

Lots of new names  
in ski equipment

**W**HAT'S NEW in skis this year? A titanium ski, possibly? A ski laminated of moon-metal and mother-of-pearl, whose jade-inlaid bottom is the fastest and whose diamond-studded edges are the sharpest in the world? Well, nothing *quite* so spectacular. Actually, most of the innovation in the skimaking field this year lies in refinement and improvement along established lines.

The really novel ski this season is Rossignol's rubber laminate. This wood-rubber sandwich has a 3/16" thick sheet of rubber laminated into the ski from tip to tail, separated from the plastic base by an equal thickness of hickory. You can do almost anything to this ski without breaking it. You can flatten the tip to the floor, suspend it between two chairs and bounce on it or stand three men on it, bend it in an almost complete arc from tip to tail, twist it ninety degrees along its length—it keeps snapping back to its original



# New?

plus some new ideas  
for the coming season

shape. Too flexible for a racing ski, it ought to make a hum-dinger of a mogul-masher, powder-puff and crust-cruiser—a dusey of a fun ski. But it is extremely expensive.

A somewhat more sedate marriage of materials is achieved in the new Gresvig, in which hard fiber sheeting is wedded to a core of laminated hickory. The fiber bottom is finished in tough plastic, and the fiber top is its own handsome protection against wear on the upper surface of the ski. Like the new Rossignol, this ski is claimed by the manufacturer to be practically unbreakable. It should prove a delightful performer, combining as it does the sandwich-type construction of aluminum skis with the qualities of a good wood pleasure ski. One indisputable advantage of metal skis over wood is that they don't break so easily. As a structural material, aircraft aluminum has higher impact strength than wood, and it may reasonably be surmised that sandwich-





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type construction contributes to this superiority—just as lamination increases the strength of wood skis.

Without going too deeply into the reasons for this superiority, a number of manufacturers are taking advantage of it by combining aluminum and hickory. In this way they hope to retain the skiing qualities of a hickory ski while making it stronger. The Northland metal ski, new last year, is made this way. So is the Fratelli Freyrie. And the latest ski embodying this construction—hickory core with aluminum top and bottom, all plastic covered—is the handsome Mark II, made by Paris in Maine. So great was the pre-season demand for this ski that Paris was forced to cancel advertising and promotional plans for it. The company will simply not be able to produce it in sufficient quantity.

Next to the Head, the most successful metal ski has been the colorful Hart, and we can expect to see many more of these on the slopes this season. We will also see more Northlands, which were produced in limited quantity last season and were sold almost exclusively in the west. The Metallic and Aluflex people appear to have solved their production problems and will probably deliver a few hundred pairs of skis this season. Another manufacturer may unveil his new wood-and-glass ski before the season is over.

In the face of almost universal acceptance of metal skis by those purely recreational skiers who can afford to buy them, the racers maintain they are not much good in competition. This attitude does not spring from any ultra-conservatism or "sporting" tradition. The racers are all out to win races, and they use the best equipment they can find. After trying all sorts of standard and experimental metal skis, they maintain that a good wood competition ski holds better on the piste, tracks better, is steadier and more easily controlled, and is faster under most conditions.

This circumstance more than any other has spurred the metal ski manufacturers into spending far more effort on research than any wood ski manufacturer would dream of. Howard Head alone has spent a small fortune trying to develop an aluminum racing ski; and while he has come up with some fairly promising models, he freely admits that the racers are right in sticking to wood.

What Howard Head has been trying to do is to design a metal ski with all the good racing characteristics of wood, while retaining the desirable qualities of metal sandwich construction. In the process he has become, as he puts it,





Pepi Gabl and John Albouy adjust special Head research skis near Timberline Lodge

"increasingly aware of the subtleties of ski design." Actually, Head is probably the world's number-one expert on the subject. He has made wide skis and narrow skis, straight-sided and side-cambered skis, vibration-damping and non-damping skis, stiff skis and skis with innumerable gradations of flexibility. He has had these skis tested and has tested them himself, in every conceivable manner.

His conclusions constitute the most valuable statement we have on the subject. First, that no ski can be considered "approved" until it has been used with pleasure by hundreds or preferably thousands of skiers during an entire season. (In other words, a trial run proves nothing.) Second, he says, "All extreme theories lead away from good ski design." Good design is something arrived at after years of trial and error.

As for the theories, they are rampant. Some of them contain a measure of truth, but most of them are demonstrably wrong.

For example, current opinion holds that a downhill racing ski is supposed to be somewhat wider than an ordinary ski, with somewhat straighter sides and a softer tip, as well as greater weight and heft. Now, the most popular downhill ski among the top competitors last season was the Kästle Abfahrt model, preferably with the new Kofix bottom and hidden edge. This ski behaves just as you would expect a good downhill ski to behave. It is extremely fast, steady at high speeds, tracks well, holds well on long turns. It also handles easily enough for giant slalom.

Is it somewhat wider than an ordinary ski? Not for its length. Does it have straighter sides? No, it has normal side-camber for its size. Does it have an especially soft tip designed to ripple over bumps, as the theory has it? No, the ski is of even overall flexibility. To sum up, there is virtually no difference



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outside of heft between the downhill and combination models.

Was the Kästle Slalom model just as popular? No, we saw many more Kneissls, Arnsteiners, Dynamics and other makes on slalom than on downhill courses last season. Some of the racers using Kästles complained they were hard to turn. The trouble, they decided, was that the skis were too narrow. So this year the manufacturer is making them wider—and in doing so, is restoring to them the dimensions of a normal ski!

What this boils down to is: the really worthwhile difference between downhill and slalom skis lies in overall size and stiffness. The choice of skis for giant slalom often depends more on the type of edges than on the ski itself, although the superior speed of the bigger downhill ski and, on the other hand, the superior maneuverability of the smaller slalom ski, are factors. Everything considered, it might be well to go back to the old rule that a racer must use the same pair of skis in all alpine events in the same competition.

Wood skis new on the market range from the inexpensive Yugoslavian Elan, Alpa and Lusin-Zagrek to the Keil, handmade in Uttendorf at the foot of the Grossglockner. A number of manufacturers are shipping racing skis to substitute for the Kneissls lost in the factory fire last summer. Kästle, of course, and Rossignol and Arnsteiner (Blizzard) . . . Dynamic, whose new combination model is a honey of a pleasure ski . . . Erbacher, Glungezer, Vampire, Voestra, Roskopf, Gartner, Cortina, La Dolomite, and a few others. The Desbyn Spanni is now being imported from Sweden, and the Ruud from Norway. But no Kneissls, alas!



Walch boots provide new patented rubber tongue to tighten boots, keep water out



Ski shops will display colorful Hart skis in 25-pair wrought-iron rack this season

The five large domestic wood ski manufacturers—Northland, Paris, Hedlund, A & T, Dartmouth—are doing an impressive job, particularly in the medium price field. They are being joined by two others, Blick and McGregor, both middlewestern firms. Blick makes a complete line of skis selling from thirty to sixty dollars, and McGregor, in addition to a standard model, makes the new Wessman folding ski. Designed for easy transportation, this ski is hinged in the middle by means of a strong bracket. Unlike the old glacier-skiing style of folding ski, the Wessman is full length, and the hinge assembly is strong enough to withstand hard use.

Recent changes in ski boots, while hardly startling, should contribute to greater comfort and better skiing. Although there are many deviations from this, the "new look" in ski boots includes the high, hinged shaft, plus in many cases the back-lacing that Strolz revived a couple of years ago. (Interestingly enough, the model Strolz displayed at the trade fair in Grenoble, France, last spring had no back-lacing; so the pendulum may be swinging!) Red leather trim is everywhere on the new boots.

Intriguing new gimmicks include a patented heel strap on the Piberhofer, which lets you tighten the counters from the outside, and a detachable padded collar on Battenhofer's top models, which also feature a new type of construction: the leather, before being sewn, is bonded under heat and pressure with plastic resin. A Europa model also features a new-type outside collar. The Walch top model has a new type of overlace made of sheet rubber, which keeps the water out. Reinforcing stays in the sides of the upper are becoming popular, as in the top models by Henke, Raichle, and Tyrol. Some handmade boots, such as the top La

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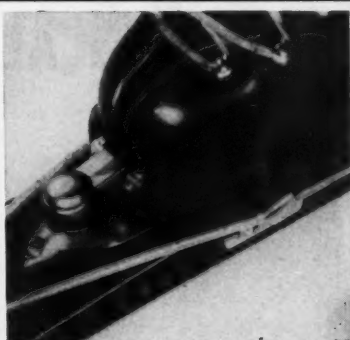
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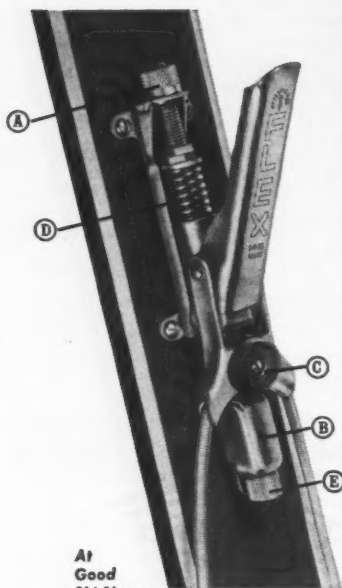
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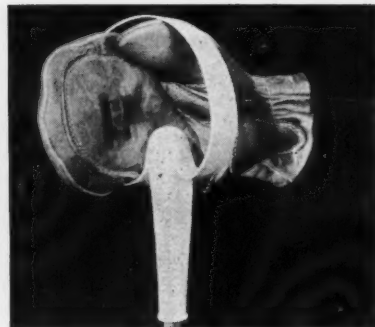
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Skirite ski pole grip, molded of plastic, is designed for safety as well as utility

Dolomite, have a partly or entirely concealed welt, making possible a very narrow sole.

Nordica's Cervinia and Humanic's Kitzbuhel are examples of lighter boots designed (primarily for ladies). The lightest boot on the market, however, is probably the Raichle "Mambo" model, made of silicone-tanned calf instead of the usual cowhide. Bally boots are back on the U.S. market this season, and another large manufacturer whose boots are being distributed nationally and in quantity this season is Koefflach of Vienna. Slight rises in the price of foreign-made boots have made the domestic Bass models even better comparative values in the low as well as medium ranges.

Our earlier reference to "diamond-studded" edges was not entirely frivolous. A way has been found to put a thin coat of aluminum oxide, a material almost as hard as diamond, on to metal. A New England machine tool company is experimenting in the near future with this process on ski edges, and we may well have edges which never require sharpening, for the life of the ski and then some!

Bindings are thoroughly covered in a special article in this issue. New units are the Dovre releasing front throw and the Archer, a handsomely



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made release binding. A & T has developed a new releasing toe piece, and among imports this year is the French Skade. The new Unibinding provides the support of thongs with the convenience of a cable binding. Several bindings have been improved. For example, the Cubco is now partly assembled at the factory, and is therefore much easier to mount.

There are more ski poles on the market this year, and, what is more important, more *good* poles. Most skiers pay too little attention to the choice of poles, which are after all an important item of equipment. Poles that are too flexible or clumsy can downgrade your skiing considerably. They must be light, yet stiff enough to permit efficient pushing, vaulting and braking. They should be fairly long, with baskets of a size suitable for the snow conditions.

The shaft may be made of various materials, but these must be of highest quality. Tonkin has come back into favor, because it is extremely light as well as inexpensive. Aluminum is a happy compromise, while steel makes a stronger and more durable—as well as more expensive—ski pole shaft. Fiberglass poles, such as the ones imported by Cortina and Widder, are now first-rate. Adjustable poles such as the Gresshoppa are now claimed to be strip-proof.


An innovation is the Skirite ski pole grip, made entirely of molded plastic. The loop stands up when you release your grip, freeing the pole in a fall. This also makes it almost impossible for beginners to put their poles on wrong. Ski photographers will welcome the Ski-Pod, a camera mount that attaches to the handle of the pole.

It is yet too early to tell what might turn up on the wax counters this season, with one or two exceptions. We may see more portable waxing equipment. Also, we will see cans of the new Faski Primer, which is designed to hold on steel edges and should therefore stick to practically anything—either as a running surface itself or as a foundation



The Mille, a fully insulated boot, is now offered in U.S. by Bally of Switzerland

# JASPER IN QUEBEC

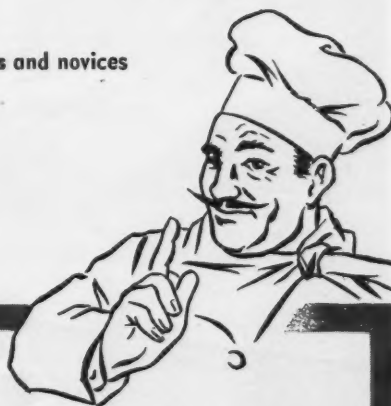


## WHY is JASPER IN QUEBEC THE **SKI** CAPITOL OF THE **LAURENTIANS?**

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Swiss Autolux ski rack, a Schwarz import, is designed especially for the Volkswagen

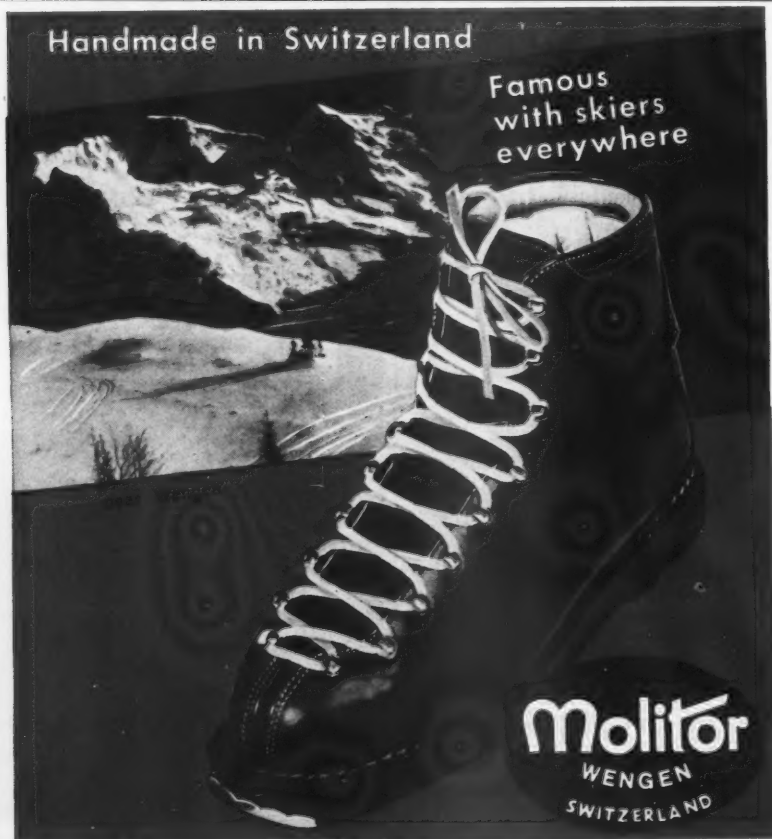
for faster lacquers or plastics. Edward "Scotty" Scott, well-known Ketchum, Ida., ski shop operator and ski mechanic par excellence, has put one of his trade secrets on the market. Called "Ski Cast," the stuff is an all-around plastic repair goo for skis—broken top edges, gouged bottoms, enlarged edge-screw holes or what have you, this material will fill and fix it quickly and permanently.

Ski racks are now available to fit virtually any car, and this is a new development of great practical significance to most skiers. The Ski-Port people have proved you can carry skis sideways on a car without danger of sideswiping them into splinters. Their well-made rack mounts on the trunk, and is dandy for hard-tops and convertibles. Two racks that mount on any car are the A & T Simplex, which has a rigid frame, and the Pirelli, a strap-and-rubber arrangement, both of which lock to the gutter only and do without suction cups. Contrariwise, the Mon-Ez depends entirely on a new type of lever-closing suction cup. Volkswagen racks include the Autolux and one made by Market Forge, a company which, like Don Berry, is noted for racks which are convertible to other kinds of toting (boats, lumber, etc.). Edward Scott is advertising a new rack designed to stay put even on cars that make Mammoth from L.A. in five hours.

The kindest thing you can do for your ski boots is to keep them in a good outside tree. The speedy Tyrol is now made with a stiffer center board of extruded aluminum, while the Dexdahl tree employs channel construction in steel. Barrecrafters have added attractive and protective red plastic toe and heel guards to their popular Thriftee

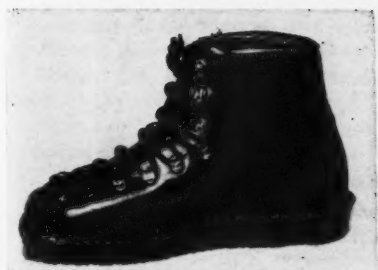
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**Molitor**  
WENGEN  
SWITZERLAND





Representative of values in the low price bracket is the Standard model by Garmisch

model. The Dovre keeps your boots separately, in case you prefer to store them that way. If you use Cubco bindings, you can get a special clip that clamps your boots together—and drops into your pocket when not in use. All these gadgets will keep your boot soles flat, the uppers in shape and the insides dry.

New imported goggles on the market suit a wide variety of tastes in style and color, although they appear in some cases to sacrifice in usefulness what they gain in attractiveness. The largest domestic manufacturer is Bouton, and this firm has made a particularly big hit with the Sofsides model, which is comfortable and relatively fog-free even for skiers who also wear glasses.

The most unusual gadget this season is the Ski Hündel, which lets you carry your skis as you would a suitcase. The frame is made of light-alloy rod, bent around like a pretzel, with a plastic grip, and you hitch on the skis with a strap of rubber tubing. Tavi has a new Karriall Ski Pak which, suitcase style, holds your skis, poles, boots and probably a few tubes of wax and a change of underwear besides.

If you want to guard against having your skis stolen, there are two new precautions you can take. You can have your name and address engraved on your skis at a shop equipped with the New Hermes engraver, and you can ski at areas equipped with a coin-lock rack, which keeps your skis safe at lunchtime or overnight.



Like other makes in middle price range, the Widder Stuben offers excellent value

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double boots provide  
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## \$25-\$40

Beginning and intermediate skiers can obtain skis with plastic bottoms, serviceable edges and other features among many models in the low price range



## \$40-\$70

Durable sheet-plastic bottoms, plastic top edges, multi-laminated construction and fine steel edges are offered in the middle to upper price bracket



## \$70-\$100

At over seventy dollars you have your choice of famous-name metal skis and the finest wood racing and pleasure skis, for maximum skiing performance

# get your best buy in **SKIS**

**The most expensive models of skis  
are not necessarily best suited for you**

**T**HERE is no cut-and-dried answer to the question, Which skis should I buy? The answer depends, first of all, on the individual skier and his specific needs. Secondly, it depends on his source of supply. There are so many skis on the market now that several models could be found to suit any particular set of requirements; yet not all these skis are readily available in all parts of the country or are stocked by any particular ski shop.

Once you decide what your needs are, what special features you want and how much you can afford to pay for skis, you should have no trouble find-

ing a pair to suit you among the stock of any good shop.

The most expensive skis are not necessarily the best for you. Some of the finest wood racing skis, for example, would prove instruments of torture rather than skiing pleasure on the feet of a skier who lacked the strength and technique to handle them properly.

You must evaluate yourself, honestly. You must ask yourself just how good a skier you are and are likely to be during the life of your new skis. Your physical strength, flexibility and natural coordination are factors which you must evaluate. An experienced ski shop

salesman will take your height and weight into account when helping you choose skis of the proper length and stiffness, but you alone must be the judge of the other factors.

Also, you alone know exactly to what use these skis are going to be put. Do you want all-around pleasure skis or racing skis? Do you do most of your skiing on hardpack or deep powder, or both? If you ski a great deal, under great variety of conditions in snow and terrain, you may want two or more pairs of skis.

A rank beginner should not buy new skis, to our way of thinking, unless they

are extremely flexible and at least two sizes shorter than the normal length for his height. Let him start out on a rented, borrowed or second-hand bought pair of old skis—equipped with worn steel edges, to be sure, and properly fitted release bindings—that have lost all the camber and life they once had. It is a lot easier to learn, at the start, on a pair of floppy skis. Your weight is all on the middle of the ski, making it easy to turn; and the edges won't catch on you, yet will hold well enough for the practice hill.

But no rank beginner remains one for very long, these days. A week or even

**WHERE CAN I  
GET SKIS REPAIRED?**

Complicated repair jobs beyond the ability of your local ski shop repairman may be sent to:

**T. Sheie  
196 Willowbrook Road  
Staten Island, N.Y.**

less in ski school will bring him to the point where he has learned to control a pair of skis, and wants a pair that will give him more control over the snow. Once in the stem-christie class (or its parallel equivalent) he is ready to buy skis that will serve him well through at least two winters or until he becomes a very competent skier indeed.

As an intermediate, you want flexible skis that are easy to ski on, with offset edges that hold reasonably well. There are plenty of low- and medium-priced wood skis that will make you happy. Try to pay at least twenty-five to thirty dollars, for at this price you will find skis with at least simple laminated construction, fairly decent edges and a reasonably durable sprayed-on plastic bottom. If you can pay up to fifty dollars, so much the better, for at that price you can get really quite good edges, and a sheet plastic bottom, both of which will outlast the ski itself.—plus, in some cases, plastic top edges or even a sprayed or sheet plastic top that gives further protection against gouging, splitting, moisture and plain wear.

Unless you are unusually heavy and strong, or feel that your skiing is going to improve greatly during the immediate future, there is nothing to be gained by buying wood skis priced at more than fifty dollars. Even the non-specialized wood skis in that price range tend to be heavier and stiffer than less expensive models—with such notable exceptions as the new rubber and fiber laminates (see the article on new equipment in this issue). It is the cheaper wood skis, after all, which are designed for all-around use by the average skier.

On the other hand, if you can pay more, you can get more in the form of metal skis such as the Head, Hart and Metallic. Over a period of many years the Head ski has built up a solid reputation for skiability, adaptability and durability, and the other metal skis have shown that they share these qualities. Good metal skis are an excellent investment, for they outlast wood skis two to one. Many skiers find them easier to turn with, too, and for powder-snow skiing they can't be beat.

For any skier who advances to the top of the intermediate stage—say, to the top class in ski school—there come times when he wishes for stiffer skis. When the snow is icy and the slope fairly steep, he finds that his flexible wood or metal skis simply do not hold in the turns and on the traverses, and he will find himself sideslipping willily to the bottom of the hill. This is the time to lay out seventy dollars or so for a stiff pair of wood skis of the general-purpose or "combination" type. With these on his feet, he will ski on ice as if on two inches of powder over a granular base! Certain metal skis of more rigid construction—the Head Mas-

**FITTING GUIDE**

Men	Height	Women	Skis	Length	Poles
		5'2"	6'		40"
5'2"		5'4"	6'3"		42"
5'4"		5'6"	6'6"		44"-45"
5'6"		5'8"	6'9"		47"-48"
5'8"		5'10"	7'		50"-51"
5'10"		6'+	7'3"		52"-53"
6'+					54"-55"

ter, Northland, Mark II, Fratelli Freyrie, A-15, etc.—should perform in much the same way. And when you graduate to the expert class, you may prefer a bit more backbone to your ski regardless of snow conditions or terrain.

As a really accomplished skier, you will have your own preferences in skis, and we would not presume to advise you. We can report on developments in skimaking; we can try out some of the new skis and tell you what we think of them; and we can attempt to assess the sort of acceptance these skis are having among various groups of skiers. But only you know what you want.

**SKI?**

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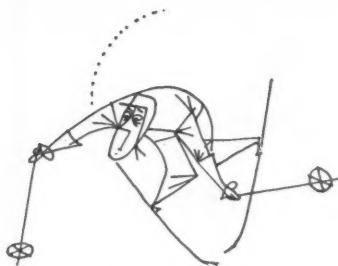
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## \$20-\$30

Double boots in this price range are comfortable from the start, provide reasonably good support and are durable enough for the occasional skier



## \$30-\$50

Heavier combination-tanned leathers and more rugged construction provide lasting fit in this price range, the right one for most skiers



## \$50-\$70

The finest materials and workmanship, combined with special design and construction features, make topnotch boots a good long-term investment

# get a good fit in **BOOTS**

**There's many a model to fit your foot,  
pocketbook and skiing requirements**

**T**HE SKI SHOP BIBLE, the equipment directory published for the trade by SKI magazine, lists no less than forty-eight different brands of ski boots generally available in this country, and these brand names represent approximately 150 distinct models. Since most of these boots look much alike and are similarly made, it would be pointless and wearisome to describe each model in detail.

How, then, with untold boots to choose from, can you be sure of making a wise selection? Simply by getting a good fit at a good shop, and avoiding brands you never heard of. The very

competitiveness in the boot field has tended to standardize price and quality among the better brands, and the most important question for the skier to decide is how much he is willing to spend.

Time was when expert advice, even to beginning skiers, was invariably to buy expensive ski boots. This advice is still valid for the skier who expects to get long and hard use out of his boots. In an article written especially for this issue, Peter Pringham, who has had many years' experience in the ski equipment field, describes some of the hidden qualities which make high-priced boots very worthwhile indeed.

On the other hand, for many skiers buying expensive boots is like buying tailor-made riding breeches when ready-made jodhpurs would do nicely. The Widder people deserve credit for first having brought the price of a double boot down to as low as twenty dollars. It is now possible to buy a boot at that price or a bit more which will function perfectly well for the skier who gets out only on an occasional weekend or ski week. Such boots are made of fairly soft leather which conforms comfortably to the unaccustomed foot, provides adequate support for unexercised ankles and retains its shape surprisingly long.

These boots, quite naturally, cannot be expected to stand up under hard use. But the increasing availability of functionally good equipment at low cost will help to attract newcomers to the sport—and to keep them happily engaged in it.

Upward in the low and medium price ranges, from thirty to forty dollars, you can expect comfortable boots that will retain their fit and will wear well. These double boots are incredible bargains, giving value for the money unheard of in any other field of footwear, except perhaps the mountain boots made by the same small group of manufacturers. There are plenty of good makes and styles to choose from, and the important thing is to get a good fit. Most skiers will be content with well-fitting boots in this category.

At fifty dollars and up you are entitled to the best workmanship and materials. More hand craftsmanship goes into these boots, whether they are made

#### WHERE CAN I GET BOOTS REPAIRED?

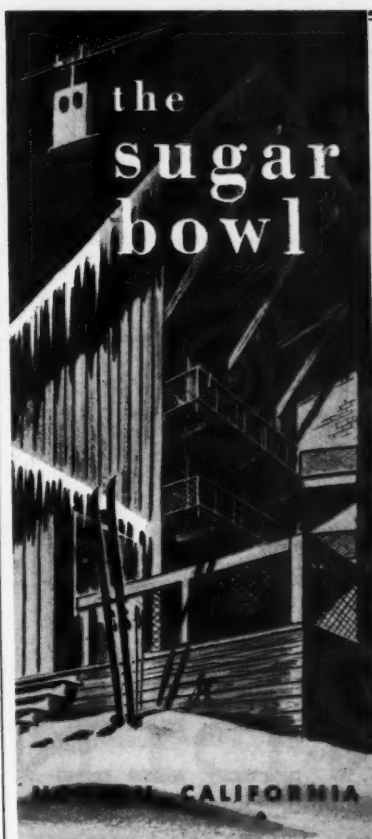
A complete reconditioning and repair service for ski boots is available at:

**Tyrol Shoe Co., Ltd.**  
1072 Beaver Hall Hill  
Montreal, P.Q., Canada

in a small workshop or large factory, particularly in molding the leather over the last and in sewing the soles. Hand work per se, of course, is no guarantee of quality; some of the cheapest boots on the market are hand stitched. Machine stitching is often stronger and is used on the uppers of all ski boots, including "handmade" ones. The main advantage of hand stitching the sole is that the stitching takes up less room on the welt and can be done at an angle, so that the sole can be trimmed narrower and tapered slightly at the sides.

In the top price bracket you can have your choice of many special features, such as Strasser or Kastinger's tightening device for the inner boot, Alber's air bladders or the Garmisch Hydro's hydraulic bladder. You can have unique models like the Rieker Combi, whose high "skating shoe" inner boot is completely separate from the outer shell; or the Henke Speedfit, the boot that buckles up in seconds. And, of course, you can have boots made to measure if you wish.

If you have a special fitting problem, simply send us your shoe size and a completed Reader Service coupon with fee. SKI maintains a complete file on special sizes available in various makes and models of ski boots.



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**UNION PACIFIC RAILROAD—Mt. BALDY No. 5**

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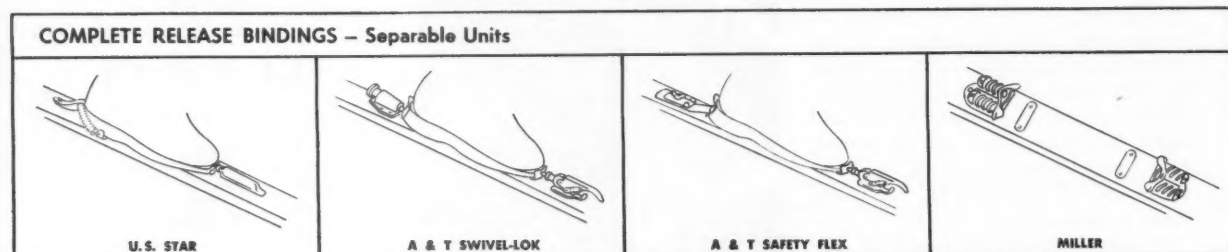
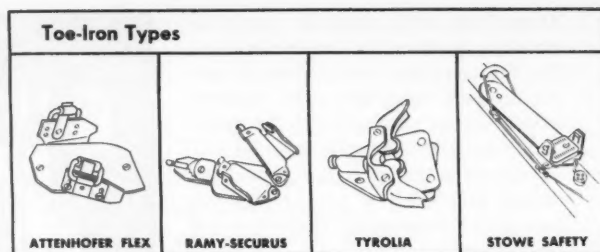
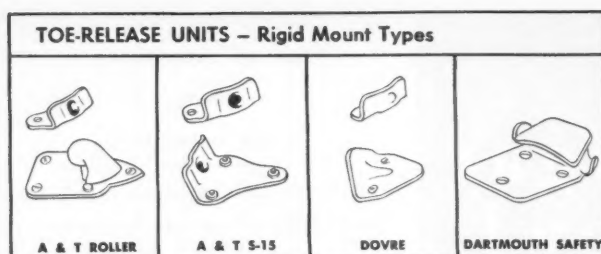
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**RIBLET TRAMWAY COMPANY**

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**SKI** magazine's complete guide to

Drawings by GARFIELD JONES

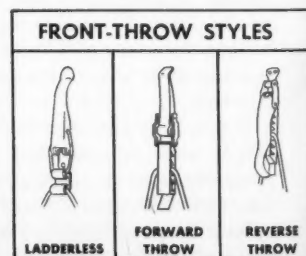
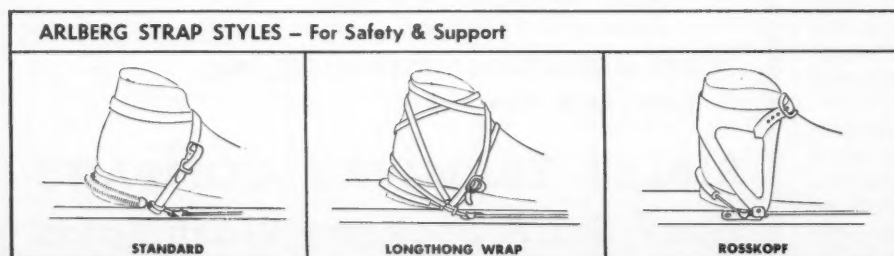
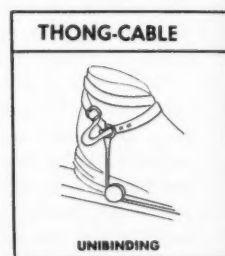
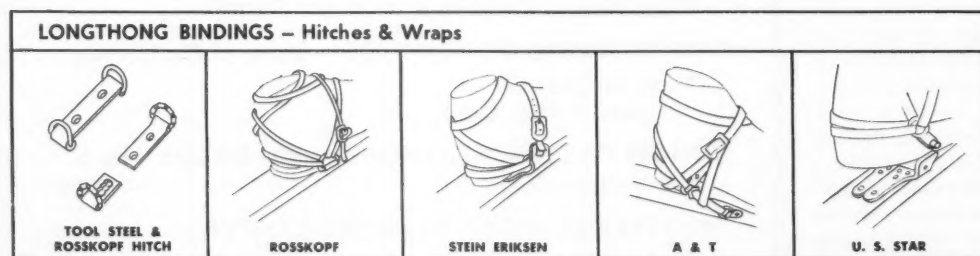
# BINDINGS

Here are the components you can select from and combine  
into the most nearly perfect ski binding for your needs

Fads come and go in skiing, but the latest is not a fad at all. More and more skiers (racers among them!) are becoming binding bugs, and off seasons find them tinkering with gadgets in the home workshop—here's *one* phase of the sport you don't need snow for! Rather than invent their own bindings, most of these enthusiasts prefer to experiment

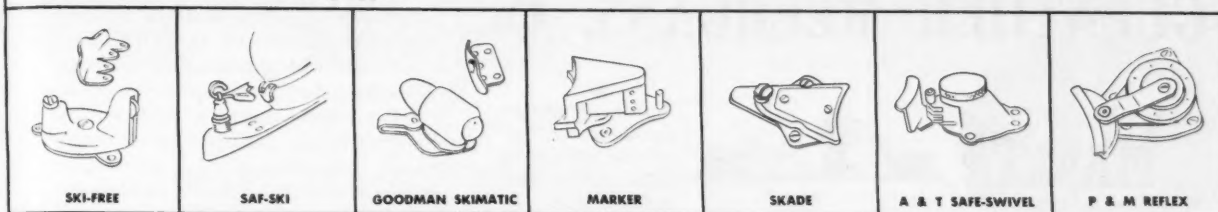
with the great variety of hardware already on the market. These amateurs sometimes know as much about the mechanics of release bindings as the manufacturers do. Their researches are helping to improve them and to narrow down the field to the best of these bindings.

At the same time ski shops are catering to the whims of

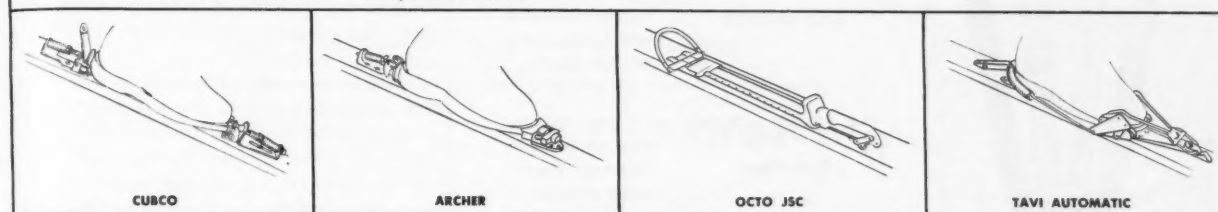




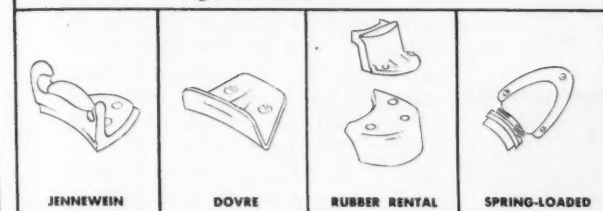
## TOE-RELEASE UNITS – Swiveling Types



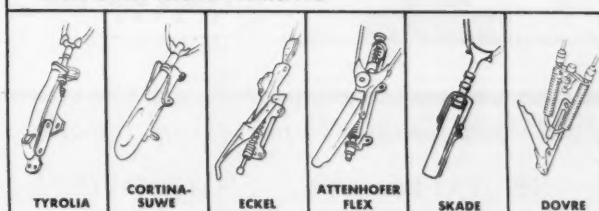
## COMPLETE RELEASE BINDINGS – Inseparable Units



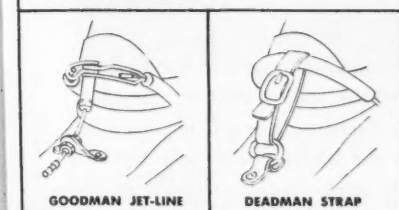
## TOE STOPS – Rigid & Elastic



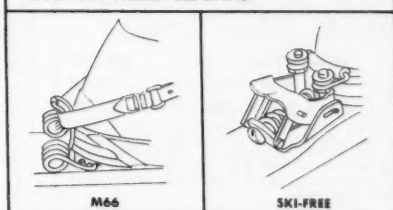
## RELEASING FRONT THROWS



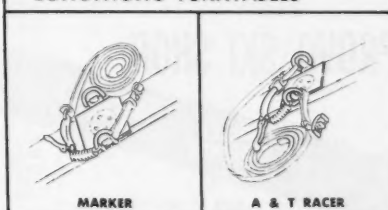
## CABLE RELEASES



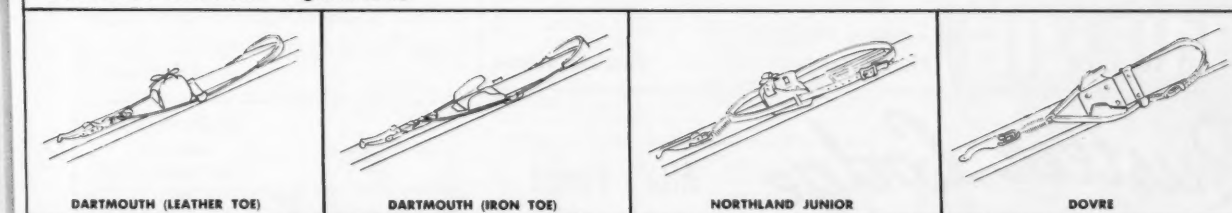
## STEP-IN HEEL CLAMPS



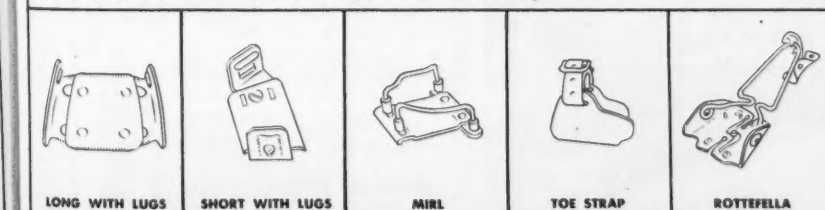
## LONGTHONG TURNABLES



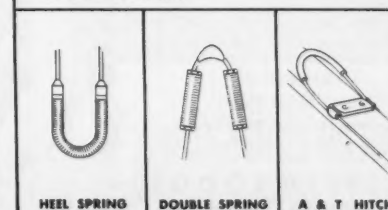
## CHILDREN'S BINDINGS – Ages 2 to 10



## TOE-IRON STYLES – For Downhill and Cross-Country



## CABLE STYLES



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and it's light and dry!

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Alta via Sandy, Utah. Phone: Alta 5.



the binding bugs, and are themselves becoming expert in the mounting and adjustment of release bindings. Relayed to the manufacturers, their combined experience with thousands of bindings is resulting directly in improved models.

Most release units are packaged as bindings by the manufacturer or distributor, complete to the last screw. But they are as a rule also available separately at a portion of the cost of a complete binding. Thus binding bugs find it economical as well as fascinating to assemble their own bindings from their pick of units manufactured by a number of companies.

And that is exactly what they do. Like hi-fi enthusiasts with their groaners and tweeters, amplifiers and pre-amplifiers, binding bugs select, from the vast number available, the particular components which they feel will constitute the most nearly perfect binding for their own needs. Thus, a skier may prefer the Jennewein toe stop, but not the particular front throw boxed with it. Instead, he may like the Dovre front throw, and also the Goodman Jet-Line split-cable heel release. All these may be combined into a single serviceable binding. The same holds true of a Marker toe-release unit, standard double-spring cable and Tyrolia releasing front-throw—and any number of other combinations.

Of course, not all standard and safety binding units may be teamed with others in this manner. In an effort to clarify what may and may not be done, SKI editors have prepared the chart which illustrates this article. The chart shows the binding units and types of fixtures most readily available in the United States and Canada and (in several instances somewhat arbitrarily) divides them into categories according to the function they are made to perform. It is designed to steer you through

*Continued ▶*

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The Lodge Designed With Guests  
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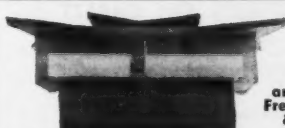
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Winter Park Skiers!  
The Miller family proudly invite you to their brand-new

**MILLER'S**

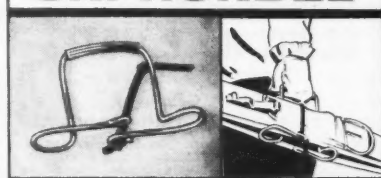
**IDLEWILD LODGE**

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LUXURY SKI WEEKS from \$75—BUDGET VACATIONS from \$37 (including ski lifts, lodging, meals, transportation). For complete information on Winter Park skiing and ski vacations at Miller's Idlewild Lodge and Idlewild Inn, write:

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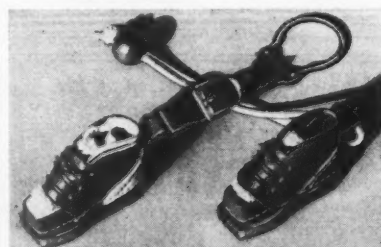
## **-SKI HÖNDEL-**



### **NOW CARRY SKIS as easily as a brief case or handbag**

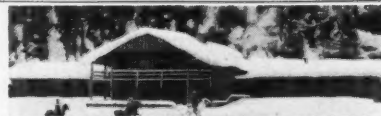
The Ski Höndel, a smart looking handle of aluminum and plastic, holds your skis together at their balance point. Actually protects skis; will not dull edges. Get the Ski Höndel at your ski shop or sports store. **\$2.95**

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### **Austrian Ski Miniatures \$150**

each, postpaid  
Imported direct from the Austrian Tyrol and sold exclusively by mail—handsome key rings and lapel charms in genuine leather. Tiny ski boots are just 1 1/4 in. long, yet are complete to the last detail from toe plate to sponge rubber tongue! Red, black or green. Please give 2nd color choice. Send check or money order to Dapi, \$9. Round the World Imports, 5127 Farrar St. Seattle, Wn.



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Write for further description and folder

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Write  
**BEAVER'S SKI CHALET**  
Winter Park 3, Colorado

the glittering array of hardware at your local ski shop and to help you arrive at a combination that will let you crawl intact out of any dangerous spills and entanglements you are liable to get into.

While studying the various safety components and their possibilities, it is well to bear in mind that none of them, nor any combination of them, can possibly be perfect. The very concept of a release binding is paradoxical. It is supposed to (1) hold the boot to the ski under stress and (2) release the boot from the ski under stress. If the kind of stress involved in ordinary skiing were always distinctly different from that which causes a broken leg, a solution to the problem would be possible, at least theoretically. But this is not always the case: for example, the torsional stresses set up by a racer making a hairpin turn would crumble the ankles of many a novice. On the other hand, some kinds of snaps and pulls and wrenches, such as those resulting from a violent forward fall, are quite different from those normally experienced even by the strongest and fastest skiers. Therefore we can expect a good heel-release unit or releasing front-throw to operate more efficiently—that is, hold under normal stress and release under abnormal stress—than a good toe-release unit designed to release the foot sideways, since here “normal” and “abnormal” stresses vary more among individual skiers and tend to overlap. How well a release unit operates depends upon (1) the kind of abnormal stress it is designed to release under and (3) its adjustment to the level of dangerous stress for the particular skiers who uses it.

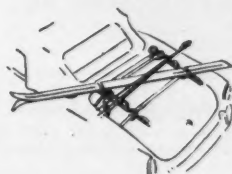
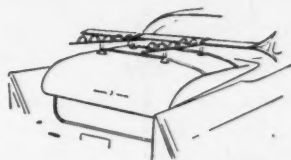
The four toe-release units under the heading, Rigid Mount Types, might as well have been called Non-Adjustable Types, inasmuch as the only release adjustment lies in the tension of the cable with which they are used. The A & T Roller is free to revolve on a vertical pin; the dented boot attachment jumps out when the toe of the boot is pushed sideways. The S-15 and Dovre work on the ball-and-socket principle, and will release upward as well as sideways. So does the Goodman Meteor (not illustrated), now obsolescent in favor of the more elaborate Skimatic. The Dartmouth Safety, which ought perhaps to be called a toe stop, releases upward but not sideways.

Four of the toe-release units are grouped under the heading Toe-Iron Types because they grip the sides of the boot sole instead of (in the case of the Tyrolia, as well as) the front. The At-

*Continued on page 64*

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**SKI CHALET**  
Winter Park, Colorado

BEAVER'S SKI CHALET  
Winter Park 30, Colorado

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Internationally famous resort club with over 50 miles of downhill trails, serviced by network of chair lifts and T-Bars. Slopes and runs for novice or expert. Lodge, Inn and Cottages with rates from \$10 A.P. Ski Weeks from \$85 up to \$121 for rooms with private bath; meals, lodging, Ski School, and lift tickets all included. Danc-ing nightly. For information write Mrs. J. B. Ryan, Man-aging Director.

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Small, informal ski lodge, fine cuisine and cocktail lounge. Music nightly. 1 1/2 miles from Mont Tremblant. Two and four room cottages with bath, \$7-\$15 per per-son, American Plan. Special weekly rates. Transportation to and from the chair lifts. Write for folder or telephone St. Jovite 223. Henry C. Stokes, owner.

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80 miles northwest of Montreal on Route 11. 4 Miles from Mont Tremblant. T-Bar lift on Sugar Peak, 100 yards from Inn. Home of Snow Eagle Ski School, Real Charette, director-skating-sleighting-riding, etc. Genial atmosphere—Dancing—Rates \$8-\$13 with meals—LEARN TO SKI WEEKS from \$64.95. Write for new Kodachrome Folder 5. Tel. St. Jovite 17. Harry Wheeler, Host and Manager.

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At the foot of Mont Tremblant. A smaller French resort offering friendlier atmosphere and personalized service. Excellent food and fine accommodations, including private chalets. Intimate cocktail lounge, impromptu danc-ing. Own ski school, beginners' slopes, baby tow at door. Mont Tremblant's 2 chairlifts, 2 alpine lifts for the more expert. Deluxe all inclusive Ski Weeks from \$89. Tel. 137.

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Top-notch skiing for the advanced or novice on 1,400 acres of the finest hills in the Laurentians. 4 modern T-bar lifts connect 15 lawn-smooth slopes and well-groomed trails . . . plus 1 rope-tow. Ski School—equipment available on rental basis. Main Club and cottage accommodations—superb cuisine. On route 11, 40 miles north of Montreal, 2 miles before Ste. Adele. In New York tel. WOrth 2-0096.

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45 miles north of Montreal. All slopes and downhill trails with 2 T-bars and 3 rope tows (privately operated) at our front door. Harvey Clifford, Director of Ski School. Skating, Sleighting, informal atmosphere. Rates including meals \$8.50 to \$13.50. Learn to Ski Weeks \$59.95 up. Write for new Winter folder or Telephone Ste. Marguerite 84. Louis Cochand, Owner and Manager.

## THE CHANTECLER

Ste. Adele-En-Haut, P. Q.

The Laurentians finest resort, renowned as ski centre (T-Bar, Poma-lift, CSIA School, etc.) with outstanding atmosphere. Only resort with YEAR-ROUND POOL and CURLING. Active Social program. Rates \$11.50-\$16.00 daily (2 to a room) including meals. "Ski Weeks" from \$72.00 per person, all inclusive. For details write F. D. Marin. (Phone 9-3555).

## SUN VALLEY HOTEL SUISSE

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Most modern T-BAR lift, starting at 50 feet from the hotel. Ski-tow. 10 slopes for beginners and experts. Ski-school. Best spot for trails in the Laurentians. 22 comfortable rooms, many with private bath and shower. Well known French cuisine. Bar. Dancing. Continental atmosphere. Learn to ski weeks from \$59 per person. For information and rates write us or phone Ste. Adele Capital 9-3270. Swiss owner and manager.

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Ste Marguerite Sta. Quebec  
\*separately owned hotels

## In QUEST of the PERFECT SKI BOOT

Continued from page 34

of inferior sole leather. Conducts the cold. Sweats, rusts and ruins leather and seams. We've never had to use steel shanks, fortunately."

"How about pump-up boots?", we pressed forward. "Well, we shot that breeze with Martin Strolz when he was here for the Lauberhorn races," Hiltbrunner said, "and he told us he had tried them but had given up. Air leaks. Too much condensation through rubber bladders. Sells well in some stores. Comfortable, good feeling in store. Not much good out of store."

Karl Molitor appeared in the door and announced that he was ready to escort us back to our hotel. We said goodbye to Mr. Hiltbrunner and walked with Karl through the cool dusk descending upon Wengen. A last faint streak of Alpine glow lay over the highest ice caps of the Jungfrau. Aware that we had one more question to ask, we broke the very mountain stillness for which we had come so far in the first place.

Karl spoke firmly. "Yes, they say today that ski boots ought to be made chiefly for *immediate* comfort. But I am thoroughly convinced that lasting fit and lasting quality are major considerations in a ski boot and will come back into vogue when the skiing public discovers that the immediately comfortable boots cannot be made to last. All ski boots become softer through use. If you start with a very soft boot, it will soon become uselessly soft. If you start with a tougher, more compact boot, it will last much longer, although it may in some cases require getting used to a little in the beginning. But that is a small price to pay for lasting quality, isn't it?"

We said that we would spend a month in snowless Sicily and think it over.

**R**OUGHLY four weeks later, spring had come to Salzburg, and so had we. Hubert Haderer, an earnest and good-looking gentleman in his forties, fetched us from the Winkler Hotel one morning and we motored with him past freshly green pastures and blossoming fruit trees in the Austrian countryside out a few miles to the beautiful Haderer residence and boot workshop. There we were greeted by Mr. Florian Haderer, family head and founder of what has by now become one of the most remarkably successful ski boot establishments in the world. Hubert Haderer,

## ON SKIS EVERYWHERE



## KASTINGER SKI BOOTS

### PERFECT FOR OUTDOOR SPORTS

Amazing new WUNDER\*WEAR  
INSULATED Underwear  
keeps you warm at  
below freezing temperatures!

U.S. Army-perfected in Korea, Wunder\*Wear's Dacron-filled quilted nylon shell insulates you against cold and sleet, gives warmth without weight. Snug-knit Ban-lon neck and cuffs prevent chilling drafts. Washes in a wink, drip-dries, never needs ironing. Lifetime snap fasteners anchor trousers to shirt. Hunter-tan color in sizes S(36-38), M(40-42), L(44-46), XL.

(48-50)—trim-tailored for active comfort. Send check or M.O. today. Sorry, no C.O.D. **\$15.95 PER SET POSTPAID**  
BERLINER WEAR 23 Hudson Ave., Dept 51 Mt. Vernon, N. Y.



## Far Hills Inn

Val Morin Station, P.Q.

You will recall with pride and pleasure your honeymoon at Far Hills Inn, one of the finest all-year resorts in the Laurentians north of Montreal.

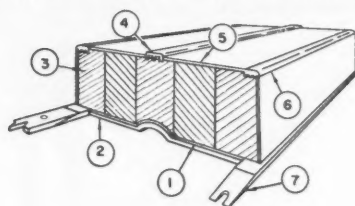
French Provincial in design, with pleasing appointments, this charming inn has the atmosphere of an exclusive club and there's everything from skiing to water skiing, including tennis, golf, dancing.

To honeymoon couples spending a week or more with us, we offer a 10% discount in rates—plus a bottle of excellent wine and the privilege of breakfast service in the room.

For full information, write MRS. BETTY GALL or telephone Ste. Agathe 650.

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THE NEW "SUPER"  
**FRESVIV**  
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**LAMINATED SKIS**  
 Made in Norway



1. Special fiber lamination which adds strength and durability to the ski.
2. The new "ELECTRA" plastic sole which is extremely fast and durable.
3. Specially selected laminated wood core which extends the entire length.
4. Inlaid plastic top edge which offers additional protection to the top surfaces of the ski.
5. Special fiber top lamination for strength.
6. Inlaid plastic top edges on both sides throughout the entire length.
7. 6 mm "Super Competition" edges, made of special steel. Special interlocking device virtually eliminated all edge difficulties.

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 \$55 to \$70 . . . . .  
 At leading SKI SHOPS**

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**Three generations of Haderers—Rudolf, Florian & Hubert—at their establishment**

who chiefly manages the business end of the enterprise, quickly turned us over to his brother Rudolf.

We soon discovered that Rudolf Haderer is a "scientist" among ski boot makers. After giving us a fascinating lecture on the anatomy of our feet, he told us that the cutting pattern for the uppers of his ski boots is his real pride, adding that this pattern has been worked on and constantly improved in slow stages over the last seventy years.

Haderer feels, as any scientifically minded man would, that the search for the ideal pattern must always continue and will continue as far as he is concerned. With an air of frustration, he complains that important pattern changes are not always visible when one looks at a ski boot and therefore not immediately appreciated, while a score of copycats first cash in on the original appearance of his boots and then dress their models up annually with a few pounds of rhubarb designed to give the impression of pattern change, without ever seriously bothering to improve the pattern.

Rudolf Haderer is a stickler when it comes to the selection of hides for his ski boots. As with Molitor, it's chrome tanning for the Haderers. "One never really knows what goes into combination tanning," Haderer explained. "That and vegetable tanning are certainly less costly processes, but we are not concerned with saving money where it would hurt most." Chrome leather, he confirmed, stays stable and relatively free of structural changes, while vegetable-tanned leather becomes hard and brittle through use. It seems that Rudolf Haderer takes nothing for granted. He



man bites dog  
 canary eats cat

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has made experiments with leathers tanned by different methods in different tanneries all over Europe, by letting them sit in salt water or other more complicated chemical mixtures of his own invention, all designed to abuse the precious stuff. And through this studied process of elimination, he has come upon the one tannery from whom he wants his hides. It's a small one, located in Austria, and that's all we could get out of our man.

Two thirds of the area of the hides he buys from that mysterious but masterly tannery Haderer considers unsuitable for his boot uppers because of lack of sufficient "body," and one third comprises the "core" which he uses. He asserts that while the ski boot mass-producers have neither the time nor the inclination to control the individual quality of each hide used, he painstakingly controls the weight as well as the feel of his leathers each day. "And that's what makes our ski boots so expensive," he chuckles. Contrary to our preconceptions, Haderer stated that thickness of leather alone does not necessarily mean quality.

The top secret among Haderer's formulas appears to be the careful selection, and the tricky combination and blending, of different types of leather designed to accomplish various different purposes in his boots. We were not given a chance to count them, of course, but we estimate that as many as nine different types of leather go into their boots, each having a specific place and purpose. A guided tour through the Haderer boot workshop gave us the impression of precision in every production phase, rather similar perhaps to the operations of a fine watchmaking establishment.

After a Lucullian luncheon prepared by Mrs. Hubert Haderer, we had marshalled sufficient bounce to broach the ticklish topic of the outside sole-leather heel counter, long a feature of the Haderer design. Rudolf Haderer's impressiveness lies in his disarming smile, his deeply expressive face and his frequent use of understatement. Hard to argue with a man like that.

"We've got fifty years of experience with that heel cap. It's the most costly and most complicated hand-stitched phase in our boot construction, but that in itself would not prove its value, I admit. Let me get a half-finished boot for you, to show you the purpose of that heel cap." He disappeared and shortly returned with the *pièce de résistance*.

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finished better half of one of our customers, fondled it tenderly and then set it down on a table in front of us. Mr. Haderer, the personification of calmness, jumped to his feet, grabbed the boot from the table and deposited it on the floor, visible traces of alarm in his face. We at once apologized for our rudeness in having placed a ski boot on his polished table top.

"Oh, no," Haderer exclaimed, and it was he who had now become apologetic, "it's not that at all. But you must never put a made-to-measure boot on a table before it has been tried on. That's an old superstition in our trade."

Our first instinct was to dispatch hurried cabled instructions to our store in New York, but we resisted the urge. Instead, we pushed the table far away from us, collected our wits and said: "About this heel cap, Mr. Haderer."

Rudolf Haderer picked up the boot from the floor and put it in his lap for safekeeping.

"Our heel cap," he began, "forms an integral part of the boot and materially strengthens the connection between upper and both inner and outer sole. Most people think, without having seen the intestines of our boot, that the sole-leather heel counter is merely laid over, and sewn to, the upper. But as you can see, it is turned into the boot and the inner sole—the 'Brandsohle' as we call it—on which the foot stands, is placed on top of the turned-in counter edges, after which inner sole, sole-leather counter, uppers and outer sole are all connected with each other by hand-sewing, wooden pegs and hooknails. This gives us extremely strong heel construction.

"Now to the heel cap itself. It is first softened in a twelve-hour water bath and then sewn to the outer boot. It is then softened in water again and, with the outer boot, 'zwicked', or pulled, over the last. But that's only the beginning. The next and most important stage is the shaping of the heel cap to the contours of the last, by tapping and pounding it hard with a round-headed hammer against the last. This pounding very much hardens the cap also, so that, after this process, it practically cannot soften any more."

Haderer, the ski boot scientist, concluded by informing us that he attaches the hooks to his boots higher towards the center line of the boot on the inner side, and lower down on the outer side of the boot. "Look at your foot," he said proudly, "and see how it is built. If we attached both lines of hooks at the same distance from the center line

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of the boot, the resultant lace pull would act counter to the natural shape of your foot. Yet, as far as I know, only one other bootmaker follows this important principle." We were duly impressed. "And another thing. The heel part of the sole should never be narrower than the part of the ski on which it rests. A narrow sole is all right, and I think we started the trend. But now it's being exaggerated already. If the sole is narrower at the heel than the ski is, you'd feel like skiing on a tightrope. Not enough surface contact to guide the ski."

We thanked Rudolf Haderer for his illuminating remarks and were about to take our leave when the elder Florian Haderer met us at the door. We asked this patriarchal-looking man with the fine chiseled face if in his long and honored career anything special or of lasting importance had ever happened to him. He did not hesitate.

"In 1899 I entered an inn near Stuttgart during a long hot trip in search for work as an apprentice bootmaker. I was tired and thirsty—and broke. Next to me sat a tailor who was gulping down an enormous dish of meat and potatoes. He glanced at me and asked if I were hungry. I told him I was thirsty. He said: 'Here's a glass. Clean it with water and drink water. If you had been hungry, I would have bought you something to eat, but for thirst water is good enough.' I've never forgotten the lesson and live by its basic philosophy today."

We shook his hand and returned to Salzburg.

TOWARDS the end of April the last spring snow was licking at fields of crocuses surrounding Lech in the Arlberg, home of the renowned Strolz ski boot. Ullrich Strolz, eldest son of the founder, Ambros Strolz, had made things comfortable for us on a long, picturesque balcony affording a splendid panoramic view of mountains that could, we meditated, have only been created with skiing in mind. Ullrich had watched our optical excursion: "My theory is that in different skiing terrain different ski boots are designed which are perforce adapted to the particular terrain, as is the case with skis. You've got some places that are criss-crossed by steep chutes, others which mainly afford piste skiing—packed-down, wide-open slopes. Usually, terrain dictates ski boot design."

We were forced to admit that this had never occurred to us.

"Father has been at it for over 35 years," Ullrich continued, "and is still in charge of designing our lasts. He con-



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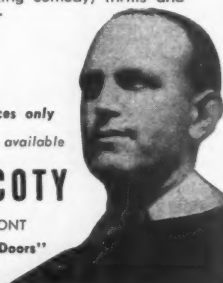
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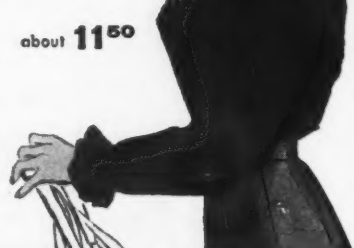


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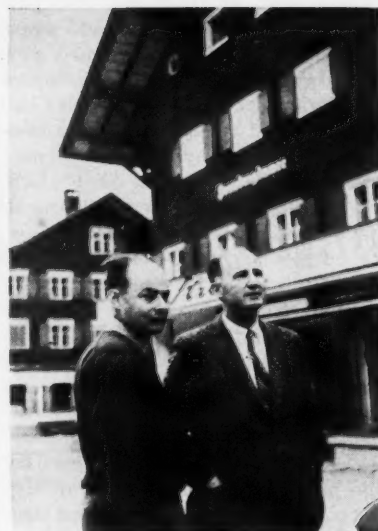
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The author (rt) poses with Ullrich Strolz at the family residence-workshop in Lech

siders the main trick the form of the upper boot, and that form really results from our last shapes."

A detachment of alarmingly magnetic female shapes in purple, orange, mustard and sky-blue stretch pants and possibly also in Strolz boots marched past us in the street below, bound for one of the many ski lifts, and when we had sufficiently cooled down, we asked Mr. Strolz what he thought was the most important feature of his lasts.

"In an international ski resort like the Arlberg in which you find every conceivable type of terrain, our problem was how to make a ski boot which will fit *all* people comfortably and which is suitable to *all* types of terrain."

We said we understood the problem but had heretofore considered it insoluble.

"On the contrary," Strolz corrected us, "after working for years on what you might call the ideal last, we think we have come closer to it than anybody else, and by that I mean very close. Father is a perfectionist. We have arrived at a soft, smooth fit form which has proved comfortable even during the first day of skiing."

Ullrich explained that his younger brother Martin deserved much of the credit for their boot design's ultimate world-wide success. Martin, we knew, is a thoroughly trained and highly skilled ski-boot-maker and, in addition, one of the top racing skiers in the world. As in the case of Karl Molitor, the Swiss skiing ace, Martin Strolz's actual skiing experience under the most exacting conditions had made invaluable practical contributions to theoretical boot re-



search within the Strolz family. Furthermore, every one of the Boot Big Three—Strolz, Haderer and Molitor—conducted as Ullrich Strolz reminded us, their own retail operations, thereby constantly learning from direct customer contact. "That," Ullrich claimed, "is perhaps the most important advantage we have over the ski boot mass-producers whose designers may never come in direct touch with the skiing public. And for that reason they must copy us, because there is no substitute in the ski boot business for direct customer contact and practical skiing experience."

After having ascertained that the Strolz school also believes in chrome-tanned leathers and agrees that the manual *zwicken* process is the most vital phase in ski boot construction, we learned that Strolz does not build celluloid counters into the sides of the boot, but only into the heel part. "Our special feature is our inner sole which extends in an upward sweep under the arch and thus becomes our inside counter. Counter and inner sole are one and the same, a single integral part of the boot which materially stabilizes our soft and comfortable uppers."

"How long does it take to make a single pair of Strolz boots?" we inquired.

"Twenty-six hours," Strolz volunteered, "and our boots are not made on an assembly line. Each individual worker in our shop is an expert on every phase of construction and builds a ski boot from start to finish."

The Strolz tenet is to produce a ski boot to suit both the top racer and the recreational skier—a large order indeed, but one they have filled with remarkable success.

"A badly built ski boot too often indirectly causes bone fractures," Ullrich added. We nodded and asked what his immediate plans were. "A trip to Rapallo on the Italian Riviera," was the eager reply, "I am leaving tomorrow morning and will laze down there for a couple of weeks, away from snow and from ski boots."

We knew how he felt and, not wanting to interfere with the preparations for his elopement, made our way downstairs through the brand-new, imaginatively modern Strolz Sporthaus and into the sunny street.

Two weeks later and 15,000 feet above the Azores on the way back home, we shook ourself out of a bad dream that had to do with a shouting mob of customers swinging ski boots at us from all sides. We yawned and settled back in our seat, confident of the future, as long as we would stay awake and remember our lessons.

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## BINDINGS

Continued from page 55

tenhofer Flex toe iron has low sides which serve as guides to keep the boot straight on the ski; the boot sole is held in position by spring clips that protrude over the top of the toe-iron sides. These clips are designed to free the boot when excessive lateral twist is accompanied by any upward pressure. The Rami-Securus, on the other hand, is a split toe iron normally held in position by an adjustable spring catch in front; a strong sideways jerk of the boot will snap the plates apart.

The principle of the Tyrolia may be seen from the illustration. Under forward pressure from the boot toe, the two wings close on the boot sole and hold it in place; this assembly alone contains a certain release factor (as a matter of fact, it is marketed in this simplified form as a rental binding). In addition, the plate on which the wings are mounted revolves when enough pressure is applied to free it from the spring catch in front.

The Stowe Safety design is based on a footplate which pivots at the heel. A narrow Dovre toe iron is mounted on the plate, which is held in position by a coil-spring catch in front. This spring always permits some sideways play of the foot and releases under excessive strain. If the cable side-catches are mounted forward enough, your boot will come out of the toe iron, too.

None of these toe-iron-type toe-release units require any special attachments on the boot.

Of the Swiveling Types, the Ski-Free, Saf-Ski and Skimatic are used with special boot attachments, and are designed for easy vertical as well as lateral release. The familiar Ski-Free is perhaps the most widely sold release unit in the world. The lateral release tension is readily adjustable with a screwdriver, and the tiny wheel which holds the boot toe permits upward release. The Hvam Saf-Ski is an improved model of the first modern release binding. It utilizes V-shaped prongs which act like a cam, resisting lateral or vertical movement of the boot toe until a certain stress is reached, upon which the boot pops out easily. The Goodman Skimatic is an adjustable spring-loaded ball-and-socket arrangement which also swivels; this binding will release even when the ball is completely compressed (as, for example, in a spill following sudden braking of the skis in slush or deep snow).

The Marker toe unit has thus far, in combination with a longthong turntable, achieved the greatest popularity of any release binding among racers, who use it particularly in downhill. The swiveling lug is held in place on the mount by means of an adjustable spring-loaded ball-and-socket catch, or may be locked in place when the skier wishes to make the release feature inoperable. The French Skade unit is similar in both appearance and operation.

A & T designed its new Safe-Swivel to compete for the racers' favor, and the part that grips the boot toe is made to hold under the reduced tension of longthongs. The not dissimilar P & M Reflex is carefully calibrated for adjustment of release tension.

All of the above toe-release units may be used with standard cable and front throw. They may also, with varying success, be used with other closures that press the boot forward under spring tension. These closures include heel clamps and spring-levered longthong wraps. Some of these toe units will function well only under the full tension of a strong cable, while others operate at lower tension. Only the toe-iron types make good touring bindings.

Among the Complete Release Bindings we have distinguished those which, while entirely unique, have Separable Units which may be combined with still other components. Such a unit is the U.S. Star toe piece, at once a closure and a swiveling toe release. It is illustrated in combination with a heel spring, as it is most commonly sold, but it is also boxed and sold in a longthong version. In Europe you can buy it together with a twin-spring cable (mounted without front throw, of course), and we have even seen it used by ingenious amateurs at the heel instead of the toe of the boot, teamed with a spring-loaded toe unit. Versatile gadget! A & T's Swivel Lok closure operates on the same principle and is packaged both with the ball-and-socket Swivel Lok heel piece and as the Safety Flex binding with a flat-spring heel clamp designed especially for those skiers who like to be able to lift their heels a bit.

The Miller is an entirely different sort of binding, but it too is adaptable, since the toe unit can be used with a cable or longthong as well as with the twin heel unit. The twin version, carefully fitted to the special boot attachments, has enthusiastic adherents—including the most enthusiastic of all, inventor Earl Miller, famed for the godawful spills he takes while demonstrating his binding—which fortunately is designed



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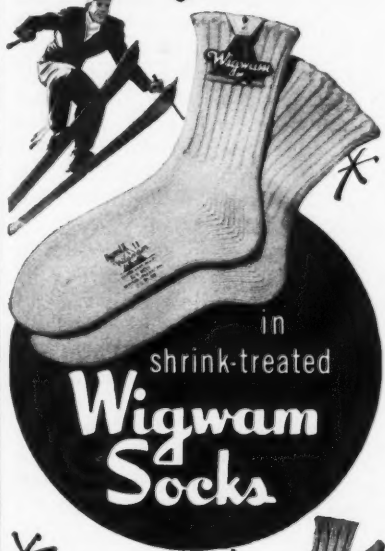
Like the Miller, the Cubco at first encountered a good deal of sales resistance. Today, largely owing to word-of-mouth advertising of its good record, it is among the best-sellers. It is much easier to mount and adjust than it used to be, and skiers no longer seem to mind the special boot attachments. To understand its operation you have to spend some time studying the binding itself.

Among the other Complete Release Bindings in the Inseparable Units category, the Octo is primarily a rental binding and is intended to release only under moderate tension. The Archer is brand-new and we haven't yet had an opportunity to see it in operation. It appears sound in design and is beautifully made of polished castings. We must also confess lack of experience with the Tavi Automatic. The distributor claims numerous interesting advantages for this binding which bear looking into. For example, since the toe irons provide edging leverage, it is claimed that the release tension can practically be set much lower than with other bindings. And like the Archer, it is easy to get in and out of. The editors would be pleased to hear from SKI readers who have used these bindings.

The toe stop is the child of the safety toe piece. When early safety binding users discovered that toe irons were not necessary to hold the boot down on the ski, and that one point of contact at the toe would do, ski rental shops jumped at the opportunity of doing away with the nuisance of adjusting irons for each customer. Under full tension, modern cables with their powerful springs make it impossible for the rugged skier to come out of a rigid stop like the Jennewein. Many conventional toe-iron users have adopted the Jennewein because it does the same job without splitting their sole leather as toe irons tend to do. The "ears" on the Jennewein illustrated provide a touring hitch; an "earless" model is also available. For optimum performance, the Jennewein should be specially mounted to fit each boot—unlike the other stops shown, which when mounted on the center line of the ski fit anything from army surplus boots to high-heeled pumps. To pass over the units intended primarily for rental shops, the spring-loaded stops like the P & M Elastic and Cortina-Suwe work very well for skiers who do not ordinarily put much strain on their bindings, and will often function as release bindings do in a bad spill.

The importance of heel release, emphasized at the last Northwestern Medical Association convention, is only be-

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gining to be appreciated among skiers generally. In addition to bindings like the Cubco, Miller and Swivel Lok, which incorporate a heel-release mechanism, there are a number of gadgets available for use with any sort of toe unit.

Someday, in a forward fall, you may be glad when something besides your Achilles tendon gives. That something might be a releasing front throw. Six makes are widely available—the Tyrolia, Cortina-Suwe, Eckel, Attenhofer-Flex, Skade and the new Dovre. These front throws are designed to snap open when the cable tension becomes too great. A good one can be set to release at any tension desired and lets the cable travel a long distance back when it does release. May the best one win in the market place!

Other Cable Releases operate at the rear of the cable. The Goodman Jet-Line is a popular split-cable release. When the boot heel pulls too hard on the cable, the two halves come apart, freeing the boot. A similar device is the Knauf Brak-away (not illustrated). The deadman strap, now finally manufactured and sold in ski shops, has long been the crude, effective, do-it-yourself heel release. The strap simply pulls the cable off when your heel lifts too high.

Step-in Heel Clamps will also release in a forward fall (and in other directions as well), and at the same time they do the work of a cable, providing enough spring tension for use with toe-release units. The M66 is the simplest. It is similar to the French R. B. Ruade (not illustrated), which is not yet sold in this country. The recently introduced Ski-Free clamp has elicited favorable response from skiers who have tried it. Another such clamp is the Renold Step-In (not illustrated).

The longthong turntable can probably be credited with a substantial reduction in accidents among downhill racers, although no accurate statistics are available to prove this point. Both the Marker and A & T Racer turntables were designed for use with the Marker and similar toe-release units. Notice the special thong wrap in each case, with the spring closure that keeps the toe of the boot pressing against the toe unit.

Not all skiers insist on release bindings, and as a matter of fact, some quite contrarily insist that their bindings not release at all. The most adamant of these are the longthong users, of course. Illustrated are three styles of thong wrap, together with the hitches the leather thongs are attached to. The plainest type of hitch, e.g., the Tool Steel, is a strong bar with rings that

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screws down on to the ski. Rosskopf makes a similar hitch which is adjustable for width. The Eriksen hitch is made with rigid sides like a toe iron and permits little if any heel wobble. The A & T hitch consists of two brackets, one on each side of the ski, connecting to the thong ring with a short strap.

For thong users who dislike the wearisome chore of wrapping thongs, and want a release binding as well, the U.S. Star is the answer. Only a crossbar passing under your boot is attached to the thong, and the crossbar locks into a heel plate with a flick of the previously mentioned U.S. Star front lever. This toe unit releases, of course, and the whole shebang is being sold in direct competition with the turntable type of longthong safety binding.

The Unibinding is a special case. The special cable and disc-type side hitch may be used with any sort of front throw and toe assembly. Pulled taut by the cables, the strap arrangement on the foot affords longthong-style support.

Safety-wise, longthong-turntable release bindings have one great advantage. If the toe-release unit lets go in a high-speed fall, the ski is still held firmly to the foot. On the other hand, the once-

touted safety lanyards have proved to be a menace of the first order. In an eggbeater, loosely attached skis can become the beater and you the egg. A number of serious accidents have occurred in this way. Better let the ski run down the mountain and let somebody else worry about getting hurt. Best of all, get yourself some good Arlberg straps, which will protect you and others as well! If you like, you can get extra-long ones for extra support, longthong style, or the special Rosskopf model we have illustrated.

The standard front throws and toe irons need no special comment. They are made, with variations, by several manufacturers and sold everywhere. The Mirl iron deserves to be better known. It is light, attractive, finely adjustable and does not mar sole leather. The Rottefella iron is, of course, designed for cross-country racing and is all the binding needed to hold the toe of a cross-country boot. Not illustrated among the cable styles is the now rarely seen Bildstein, which has a heel spring with closing lever at the side of the heel. We thought A & T's side hitch worth illustrating because it is less likely to scrape snow than the usual cable guides.

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The sooner we get the children into ski boots, the better. Then we have the choice of child-size standard cable bindings, such as Dovre makes; or any regular toe stop or toe-release unit (except toe-iron types) with a short cable; or a complete release binding, such as the Cubco, which is suitable for children. The toe-stop or toe-release alternative is not recommended for children under ten years of age, since it requires too much tension on the cable.

Now, if you think you know something about bindings, ask yourself if you've ever heard of the Barville, the Willi Bohn, Delucci, Lama, Surfix, Silvretta—to name just a few of those rarely seen this side of the Atlantic! Release bindings in particular are a wide-open field of invention and experimentation for skiers who want to help make the sport safer.

#### BINDING PLACEMENT

Many systems of binding placement are in use which relate the length, center of running surface or balance point of the ski to the heel or toe of the boot, ball of the foot, toe irons, etc. The method given here makes no claim to theoretical perfection, but has been proved reasonably sound through experience. It is the fastest method applicable to all skis and all types of bindings:

Divide the length of the ski (measured along the running surface from heel to tip) in half; the toe of the boot may be placed at or slightly behind this point, but NEVER in front of this point.

For a seven-foot ski, the distance from heel of ski to toe of boot would thus be 42". Strictly speaking, this position is better suited to beginning skiers and hard-snow slalom than to good skiers who will want the binding an inch or so farther back for general skiing and particularly for powder snow or downhill racing.

The middle point is the most practical and most easily remembered point of reference for skiers who use skis of various lengths for various purposes. Thus, a racer might easily commit to memory the fact that, e.g., for slalom he likes his toe one-quarter inch behind the middle point, for downhill one and one-quarter inch, etc., regardless of the exact length of the skis in question.

The following table, designed for quick reference, gives the best position (distance from heel of ski to toe of boot) for all-around skiing, for ski lengths 5'9" and over. Unfortunately the manufacturers of children's skis tend to put the binding platform too far forward, for esthetic reasons (otherwise the tails look ridiculously short). On children's skis, use the middle-point system if feasible, or compromise with the binding platform.

5'9"-34½"	6' 9"-39½"
6'0"-35"	6'10"-40"
6'1"-35½"	6'11"-40½"
6'2"-36"	7' 0"-41"
6'3"-36½"	7' 1"-41½"
6'4"-37"	7' 2"-42"
6'5"-37½"	7' 3"-42½"
6'6"-38"	7' 4"-43"
6'7"-38½"	7' 5"-43½"
6'8"-39"	7' 6"-44"



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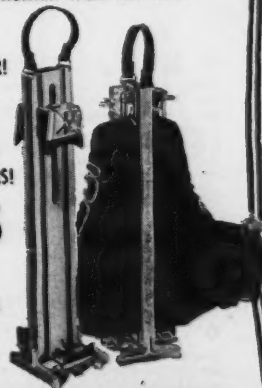
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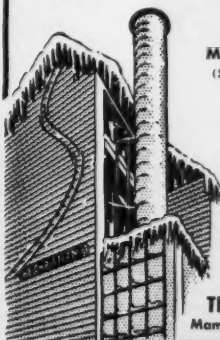
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# wedeln

what's the

## the new technique

**1** Wedeln is the new style of skiing which works on any terrain, any snow. Preparing a left turn from a sideslip-traverse to the right, your skis are edged, knees and hips tucked into the hill, shoulders reversed and leaning downhill, your left arm reaching forward to plant the pole.

**2** After marking the pivot spot—just below the front part of your left ski—with your pole, you straighten your legs. At the top of this “up” motion your skis are unweighted, their “fired” from the grip of the snow without actually leaving the snow.

**3** As your skis approach the fall line, you keep them flat and “tuck” slightly in the knees to keep them clear of the snow and facilitate their crossing under the body. This is the relaxed, “drifting” phase of the turn.

**4** As you push the heels of your skis around, your legs straighten again and the change of edges is completed. As the edges gradually take hold, you drop your inside arm and brace your hips in the typical attitude of wedeln.

**5** Your skis are now arresting the momentum of your whole body, and you take up some of this force in your knees—and this “down” motion prepares the succeeding turn to the right. Again you reach out with your downhill pole, and for a split second, your edges bite abruptly.

**6** “Bite and bounce” describes your movements in this phase, which corresponds to 2 above. Any good skier can learn wedeln, provided he is physically fit and willing to take the time. Wedeln is learned most easily on a convex slope.



# mambo

difference?

## a treat of a trick

**1** Mambo is a difficult stunt, the exclusive province of expert skiers on easy terrain and good snow. Basically it is an exaggerated rotation turn in which the rotation anticipates the turn. From a sideslip-traverse, start rotating shoulders and arms downhill, in the direction of the turn.

**2** Keeping your skis edged and running in the same direction, rotate as far as you can. Then straighten your legs in an “up” movement, at the culmination of which your skis will be free to turn on the snow. The trick is not to release the edges until the last possible moment.

**3** Hold your skis as flat as possible during this awkward transition, and your lower body will tend to unwind in the direction of rotation. It can be done effortlessly, but unless you have a reserve of sheer strength the least irregularity of terrain or imperfection in balance will trip you up.

**4** As your skis pass the fall line, begin the arm-and-shoulder rotation in anticipation of the next turn. And now the faster you swing to the right, the faster your skis will continue their turn to the left, to the point where your body refuses to twist any further.

**5** As the clockwise rotation of your arms and shoulders arrests the counter-clockwise pivoting of the skis, you drop in your knees somewhat and let the edges take hold. Yet the smoothest mambo artists never permit their edges to bite sharply at the end of a turn as they would in wedeln.

**6** At the extreme limit of rotation, you again extend your legs and let your skis start turning to the right, and so on. Mambo requires superb technique and flawless edge control. It is performed most easily on a slightly concave slope.

—FS-M

1

2

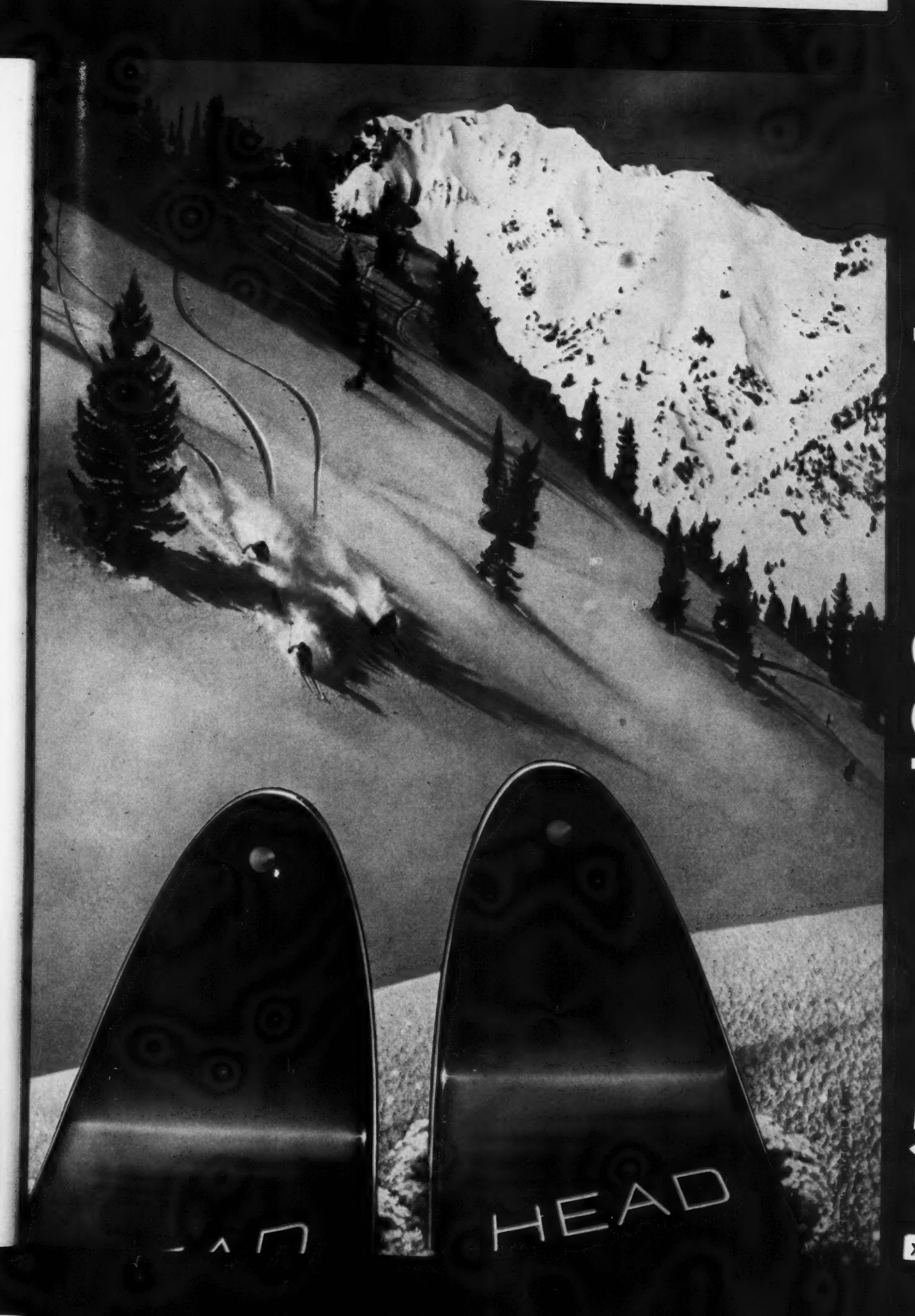
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ANDERSON AND THOMPSON SKI CO.

## Ski-Matic RELEASE BINDING

Designed for simplicity, control and safety! The new *Ski-Matic* principle brings you three outstanding features:

- (1) adjustment for boot size and release tension (no boot attachments needed),
- (2) firm toe hold for confident skiing, and
- (3) swing-away release that frees toe completely in a fall. Used with the A&T "Racer" thong or any A&T cable binding.

### \$5<sup>95</sup>

(\$10.95 with cable)





